See p. 6, 15, 23, 3

PACIFIC FISHERMAN

FEBRUARY
1951

A Miller Freeman Publication

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"NO ENGINE TROUBLE IN OVER 4 YEARS!"

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Jack Ancich installed a D8800 "Cat" Marine Engine in his purse seiner, the *Jackie A*, in 1946. Here's what he says about it: "I had three other makes, but this sure beats them all. I've had no engine trouble in over 4 years. All oils including fuel, grease and lubricating oil cost only $220 last year. That's 'Cat' economy for you!"

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REG. U. S. PAT. OFF.

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PACIFIC FISHERMAN

A Miller Freeman Publication

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LAST MINUTE NEWS SUMMARY

Maurice Rattray to Be Deputy Defense Fisheries Administrator

Appointment of Maurice Rattray, head of Anderson & Miskin, Seattle, as deputy administrator of the Defense Fisheries Administration was expected momentarily in Washington, D. C., as this issue went to press.

Mr. Rattray had been in Washington for several days at the request of officials of the Department of the Interior, discussing the matter; and it was reported as this issue closed that agreement had been reached on a basis which would permit him to accept the position.

During World War II Mr. Rattray served in Washington for an extended period as head of the fish products division of the War Food Administration. He is widely known throughout all phases of the industry on all coasts, and it is believed that his appointment will be well received throughout the industry, as it will place actual direction of D.F.A. in the hands of a man of known soundness and intelligence, and one actually and intimately acquainted with the problems of the industry.

A. M. Day, director of the Fish and Wildlife Service, has been designated as administrator of the D.F.A., but it is anticipated that Mr. Rattray will be the active administrative officer.

E. A. Power, for some time chief of the statistical section of the F.A.W.S. branch of commercial fisheries, has been named chief of the D.F.A. Branch of Material Facilities, which will be concerned with determining the requirements of materials necessary for fish production, and to pass on the applications for materials that will be made available to D.F.A.

John Kask Appointed To P.O.F.I. Research Post

Dr. John L. Kask was understood at presstime to be slated for appointment by the Fish and Wildlife Service as chief of the Section of Research and Development in the Pacific Oceanic Fishery Investigations.

He succeeds Milner B. Schaefer, who recently was appointed director of the Inter-American Tropical Tuna Commission.

Dr. Kask was graduated from the University of British Columbia in 1929 and took his doctor's degree from the University of Washington. From 1929 to 1938 he was on the staff of the International Fisheries Commission; and from 1939 to 1943 served the International Pacific Salmon Fisheries Commission. He was on the staff of the California Academy of Sciences for a time, and served the Army in the Fisheries Division of the SCAP headquarters in Japan in 1945 and 1946.

For more than two years he has been chief biologist of the Fisheries Division of the Food and Agriculture Organization of the United Nations.

Salmon Canners Re-elect Wright

The Northwest Salmon Canners Association Jan. 17 re-elected Frank Wright Jr. president; and chose A. W. Brindle vice president, succeeding E. M. Brennan. Jack Wolf, who has been secretary-treasurer for many years, was relieved by Jack Brennan.

To the executive committee were elected: W. A. Estus, Milton A. Brown, Fred Gunderson, C. E. Anderson, Dean Kayler, Clarence D. Payne and J. H. Bailey.

Don't say NETTING

say... "SEA KING"

NETTING is still the principal part of your gear... the part that either hauls up the fish for a profit— or drops a whole or some of the load for a loss. It must have tensile strength when "the going is heavy" and it must have "what it takes" to stand the gaff from weather and handling.

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- ►**SEA ISLAND Cotton Gill Netting**
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"St. Peter"

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Heavy duty power
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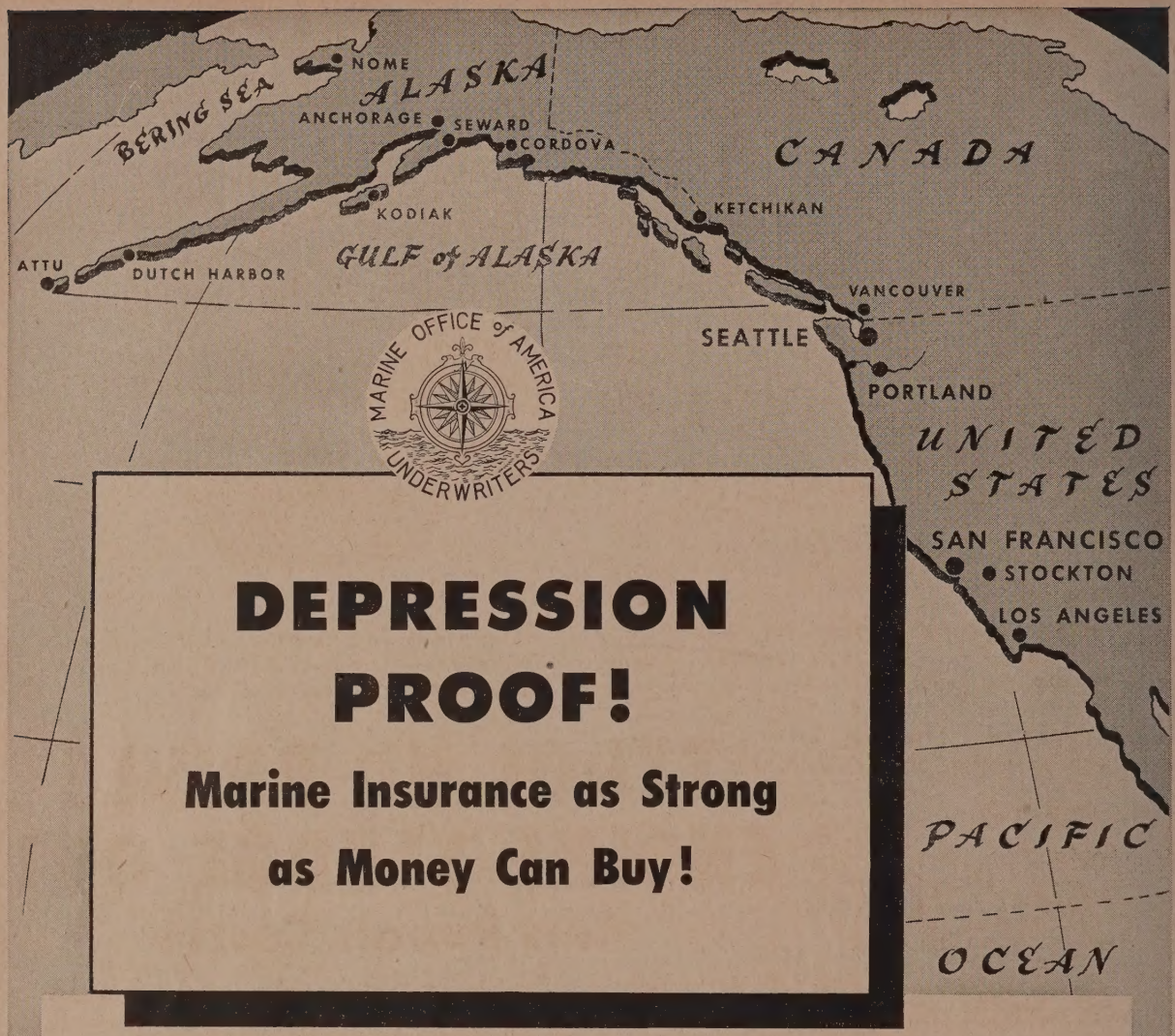
SEATTLE, WASHINGTON—Alaska-Pacific Supply Co., 2412 Market St.
VANCOUVER, B. C.—Lipsett Engine & Mfg. Co., Ltd., 1315 Powell St.



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In good times or bad—it's reassuring to know that your assets are soundly protected against disastrous loss.

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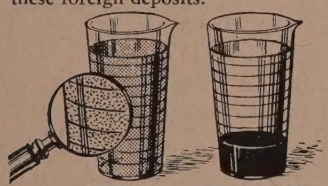
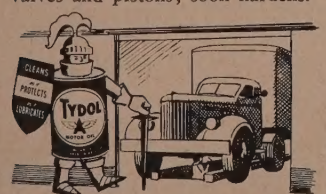
HERE'S ROAD-TEST PROOF! After 31,000 miles of rugged light truck duty, the piston at left—lubricated with engine-cleaning Tydol HD—is free from sludge, varnish, carbon and corrosion. The badly-fouled piston at right—lubricated with a well-known competitive oil—was tested under identical conditions.

HERE'S WHY TYDOL HD KEEPS ENGINES SO CLEAN

1. Rich in potent detergent additives, Tydol HD quickly loosens sludge (gum, varnish, carbon) from moving parts . . . actively disperses these foreign deposits.



2. Tydol HD holds sludge particles harmlessly in suspension where they cannot cause wear. With ordinary oils, sludge settles onto valves and pistons; soon hardens.



3. When Tydol HD is drained, out goes sludge, too . . . because it's suspended in the oil. Valves, pistons and rings stay free and clean because Tydol HD gets rid of sludge that other oils can't budge.

TYDOL HD DRIVES ENGINE SLUDGE OUT

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Power goes up . . . repair costs go down when you safeguard your engines with Heavy Duty Tydols. These amazing HD oils *keep engines cleaner* than any other oil; protect better against wear! Try them. See for yourself how every quart . . . every drop *cleans* as it *protects* as it *lubricates;* gets *three* jobs done—*not* just one!

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Rig with Roebling wire rope for maximum service life and long-run economy. Your Roebling Field Man will be glad to help you choose the *right* ropes for every purpose. Write or call him at your nearest Roebling branch office. John A. Roebling's Sons Company of California — San Francisco — Los Angeles — Seattle.

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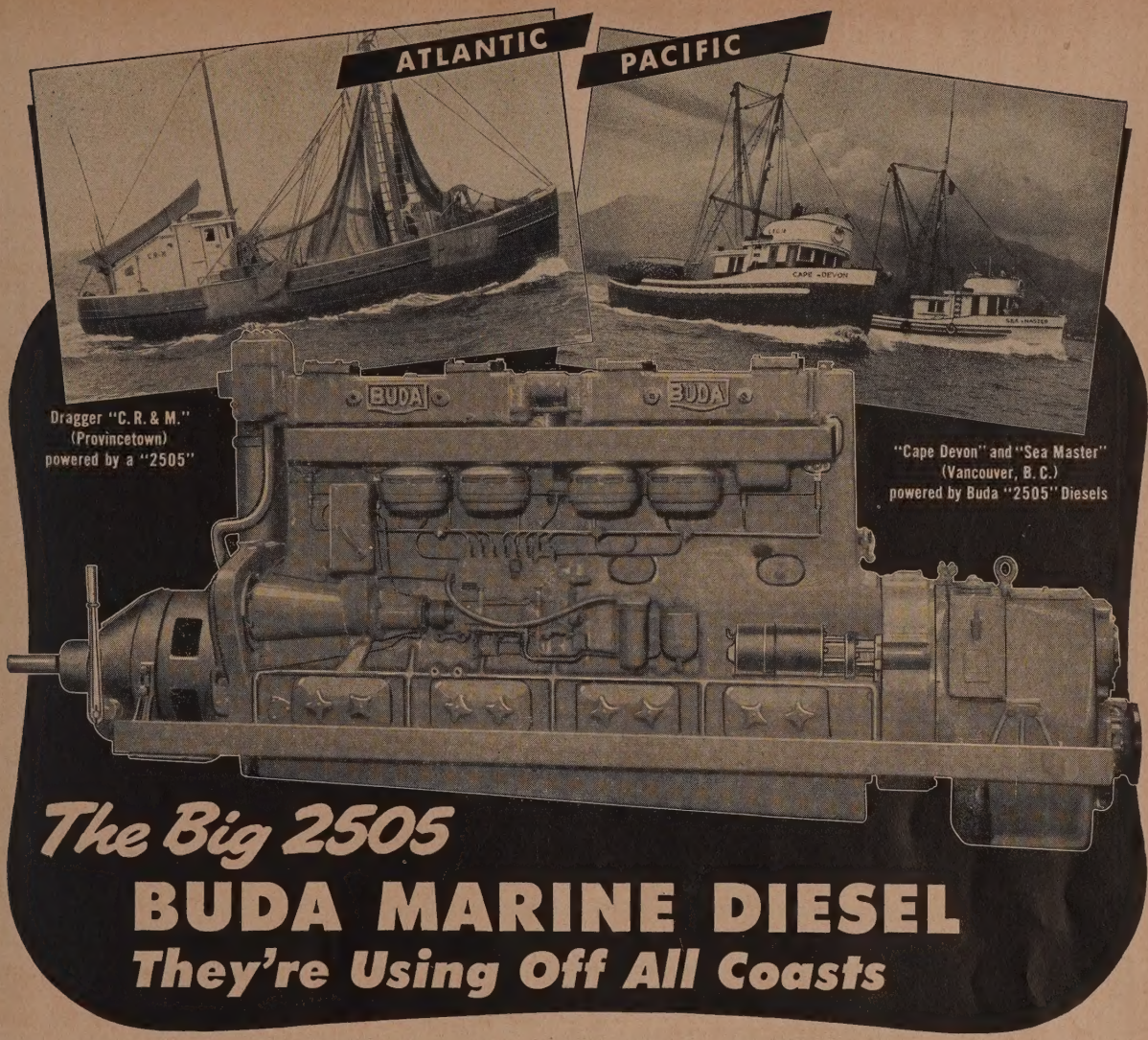
San Diego, Calif. — San Francisco, Calif.
SEASIDE SUPPLY STORES, INC., San Pedro, Calif.



The Big 2505
BUDA MARINE DIESEL
They're Using Off All Coasts

HERE'S WHY...

- **More power...greater displacement**
- **Smoother, quieter operation, easier starting**
- **Greater fuel economy**
- **More hours between overhaul**
- **Absolute reliability**

The Buda 2505 is a powerful 8 cylinder, heavy duty work horse that keeps delivering quiet, smooth, dependable power *longer* at *lower cost*. That's why more and more fish boat and tow boat owners and operators on all coasts are installing the "2505" in new boats and on re-powering jobs.

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"Quality Always"

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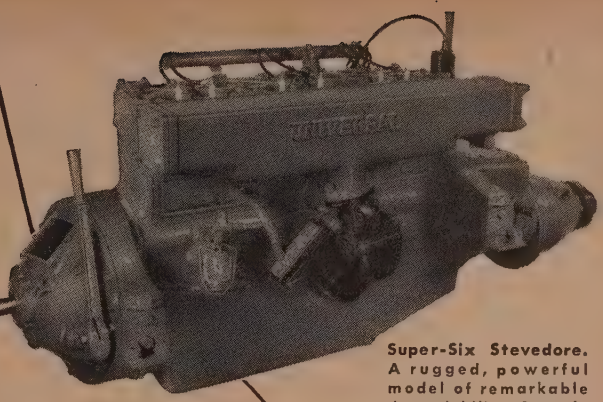
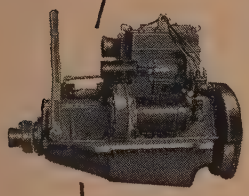


Super-Six Stevedore. A rugged, powerful model of remarkable dependability. Smooth, will idle all day at 400 r.p.m., 130 h.p.

Profit by the famous Dependability of a UNIVERSAL 100% MARINE MOTOR



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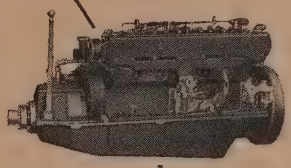

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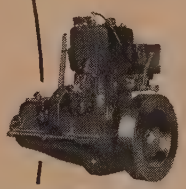

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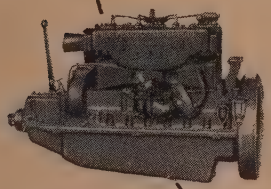

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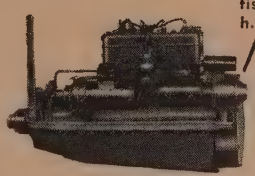

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Model DR-9 Bantam, for shoal water commercial fishing. Range, 0-200 feet.

Over 20,000 quality marine items are distributed by Pacific Marine Supply Co., including the famous brands listed below

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The Bendix Bantam Recorder is a complete unit, self-contained and accurate. Self-synchronizing stylus records an instantaneous, permanent record of the bottom in natural profile, showing hidden reefs, kelp beds, schools of fish, etc., in the wide angle viewing window. It is an invaluable aid to navigation in any weather.

Operating at 50,000 cycles frequency, the Bendix Recorder has no effect on fish, and ordinary sea and boat noises are not picked up.

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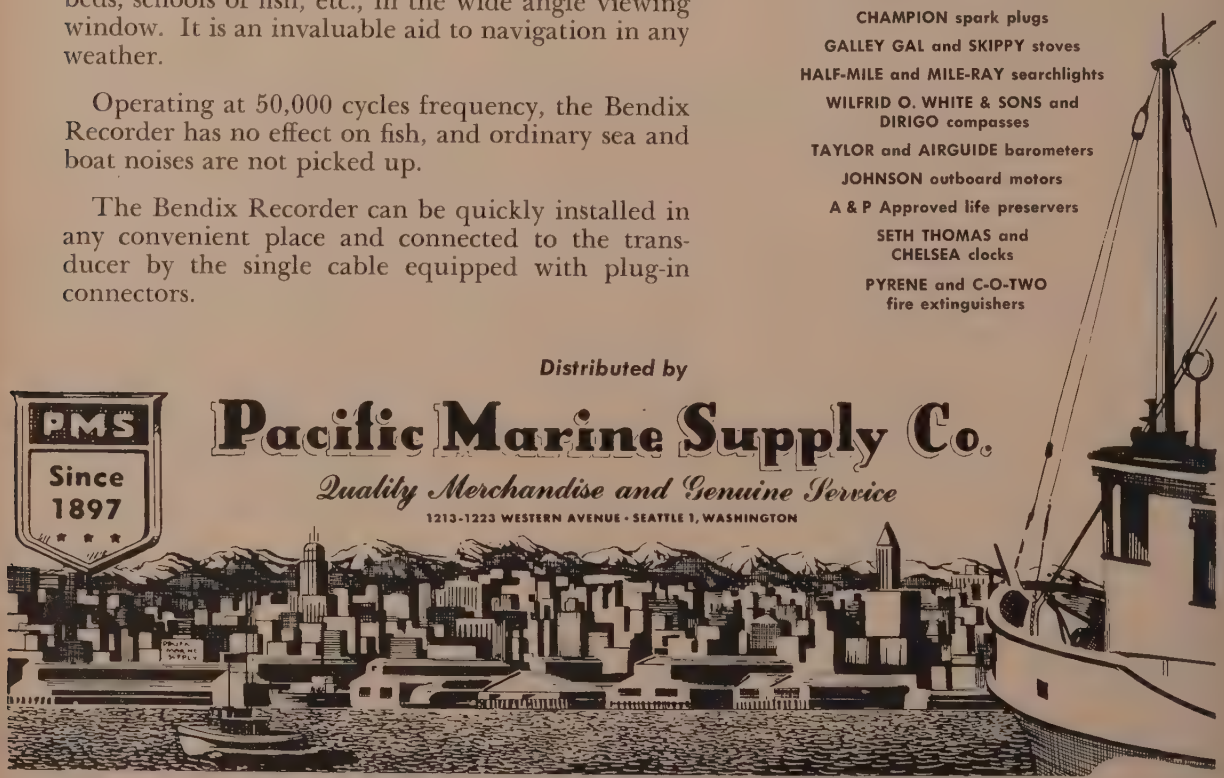


11,000,000 CASES, PLUS, OF TUNA IN U. S. IN 1950

Lights burned long in the windows of Southern California canneries and association offices as 1950 became history—and it wasn't from celebrating the coming of the new year. The experts were working long and hard trying to figure the total tuna tonnage and pack for 1950. And, don't think it wasn't a job!

Never before have so many factors to be taken into consideration before the final figure, 11,180,000 cases—in round numbers, of course —was reached. How to account for, and evaluate, that figure was what gave the experts some grey hairs.

To say the Southern California industry produced 11,180,000 cases would be dead wrong. Used to be that way; no more. That pioneer industry no longer has the field to itself. Imports of canned tuna—and in addition to the big suppliers like Japan and Peru the products came from everywhere — reached 1,800,000 cases. Then packers in Hawaii, Oregon and Washington came up with well over 1,000,000 cases.

To pack this tremendous amount required around 254,000 tons of raw fish. Southern California fleets produced 191,000 tons; other sources, 63,000 tons. Some of the 191,000 tons credited to the Southern California fleets wasn't caught by the clippers or seiners, or even the small Albacore fleet. It was imported frozen tuna, to the extent of 17,500,000 lbs. for California; 29,000,000 lbs. or better for all the United States.

Japan sent to California canneries around 7,000,000 lbs.; Peru another 7,000,000 lbs. The balance came from Ecuador, Costa Rica, Mexico, Australia, etc.

Anyway, there in brief is the tuna picture for 1950, greatest tuna year of all time, but hardly greater than the past several years, in so far as the Southern California industry was concerned. It was the unprecedented imports, plus the great pack of the Pacific Northwest and Hawaii, that sent the available gross soaring beyond the 11,000,000-case mark.

What about the future — about early 1951? The estimated carryover of the Southern California pack was not more than 2,000,000 cases. There was a wide variation in opinions here, from 3,500,000 cases down to 1,750,000 — but when the figures are broken down and 3,000,000 cases subtracted from outside sources, coupled with a 1,500,000 carryover from 1949, it is hard to get a figure beyond 2,000,000 cases.

What is the pack potential until the end of March, possibly well into April? It is another 800,000 cases, conservatively speaking. On January 1, there was 5500 tons in clippers' holds at San Diego waiting to unload. There were 111 clippers at sea, and hardly any sailing orders for the 100 clippers in port.

Taking the time of year into consideration—not the best tuna-fishing conditions — the 5500 tons and the fares of the 111 clippers at sea on January 1, estimated at 15,000 tons, should produce 800,000 cases.

As happened last year, Southern California packers' were getting orders in volume as January progressed, and buyers' stocks were generally low, except perhaps some of the eastern seaboard, loaded as it was in November and December by Japan canned imports to beat the 45% duty on January 1. With Lent starting February 7, some forward-looking packers were inclined to the opinion there might be a shortage of canned tuna, come mid-April.

Salmon Cutting March 8-9

Technological examination and biological research of the canned salmon industry will be combined in the 14th annual Canned Salmon Cutting and Salmon Research Conference at the Olympic Hotel, Seattle, March 8 and 9.

Judging and examination of some 650 sample cans of the 1950 pack will take place Thursday, March 8, in the morning. That afternoon Dr. W. F. Thompson and members of his staff of the Fisheries Research Institute will report in the scientific studies being conducted in Alaska, extending the discussion which attracted so much interest last year.

Reports of the Chinook, Sockeye and Red divisions will be made Friday morning, March 9, with Cohoes, Pinks and Chums reported on that afternoon. Program for the second day is to be developed further, with movies and features not fully arranged at presstime.

General committee in charge of the event is comprised of: Vance Sutter, chairman; C. F. Johnson, Frank Wright, D. J. Cawley, E. D. Clark, Harry Beard, Walter Yonker, Ralph Berglund, George Suddock, R. G. Shaughnessy, O. E. Shostrom, Norman Willett, J. Robert Friend, Larry Newsome, Phil Callahan, Ray W. Clough, Jack Yolland, G. Ivor Jones, J. B. Stiles.

California Sardine Trade Snaps Back Despite Largest Pack Ever Produced

There was a "$64 question" being asked along the Southern California cannery rows last month:

Where are all the canned sardines — better than 5,000,000 cases — gone in 1950? The answer, of course, was there had been a lot of the product sold—but, to whom? and where?

The talk at Fish Harbor, Terminal Island, last month was there weren't 1,500,000 cases remaining in packers' hands, and one expert put the figure much lower than that.

Prices on canned sardines last fall were so low as to make many wonder why they were in the fish-packing business at all, but there was a very definite upgrade in quotations after January 1.

On domestic orders, talls natural were being quoted at $4.25; ovals at $6.25 and up. The export market was strengthening: talls, natural were quoted at from $4.05 to $4.25; talls, tomato sauce, $4.90 to $5.10; and ovals, $6.05 to $6.25. A number of packers withdrew from the market temporarily in January.

It began to look, as January advanced, that Southern California packers had been right to can about every sardine they could lay their hands on. With the last dark nearing its close, Los Angeles-Long Beach harbors were still receiving up to 3,000 tons daily and it looked as if the district might end the 1950-51 season with a grand 280,000 tons.

While the domestic market was so-so, it was the export business that was showing signs of cleaning out all stocks of canned sardines not long after the current season was history. Everybody, it seems, was getting into the act, Philippines, Latin America, Netherlands, Egypt, Singapore and others. Of them it was, of course, the Philippines where this traditional 1,500,000-case market looked so bright. By mid-January it looked something like 800,000 to 1,000,000 cases.

While, by some act of magic, most packers had been able to proceed almost normally with their oval pack with the most critical shortage of tomato sauce ever faced, the stocks on hand and supply were just about at an end by January 1.

U. S. Fish Technology Leads, Says Herb Davis

United States fishery technologists are well ahead of the rest of the world, according to Herbert C. Davis, president, Terminal Island Sea Foods, Ltd., who recently returned to Terminal Island after attendance as representative of United States industries at the Bergen, Norway, herring meeting fostered by FAO.

"In spite of all this country has heard for many years about technological advancements in Europe, and particularly the Scandinavian countries, we have little to fear in terms of scientific advancements in fishery products," he declared.

Of particular interest to sardine packers, Mr. Davis brought back the report the 1950 brisling catch was almost a complete failure, no more than 30% of a normal pack; thus the high-priced Norwegian brisling will be in short supply here.

The Los Angeles harbor executive accompanied Harold A. Crowder, FAWS, representing the U. S. government. Main purpose of discussions were those affecting the herring fisheries of the world.

Twelve nations participated in the talks, principally what to do with the surplus protein produced by the herring fisheries in the northern hemisphere, with the idea of trying to make products usable by the protein-starved nations in the southern hemisphere, particularly Asia and Africa.

Canadian Crack-Down to Make Illegal Fishing Unprofitable

To discourage illegal fishing off the British Columbia coast the Canadian fisheries department has decided to impose more severe penalties for infraction of the regulations. The new crack-down policy was announced in Vancouver recently by Stewart Bates, deputy minister of fisheries, in a statement to representatives of the industry.

In addition to levying fines, the department may suspend captains' and fishermen's licenses, suspend boat licenses, confiscate gear and, if necessary, boats. These penalties may be applied singly or, in flagrant cases, two or more of the correctives can be applied.

"The department cannot afford to play games with offenders," declared Mr. Bates. "Offenses should be dealt with according to their seriousness. The major penalties would be used only with habitual offenders or in serious cases. The industry itself is as vitally concerned as the department in maintaining a good fishing industry."

"If a skipper is caught red-handed in a serious offense, we believe that things should not be made easy for him to create the offense again," said Mr. Bates.

Bates stated that the department could proceed in 1951 to license all fishing vessels and in the case of serious offenses a license could be cancelled for two weeks, a month or any other period commensurate with the seriousness of the offense. In this way the owners of the vessels would also have an interest in seeing that their equipment was not being used for illegal fishing.

Out of 282 prosecutions in 1950 for illegal fishing in only a dozen cases were nets confiscated. The average fine was only $40 which, at present fish prices, is regarded by the department as inadequate to discourage illegal fishing.

Loss of Fish Oil Brings $307,000 Suit

A $307,415 suit, claiming loss of a fish oil cargo, was filed in Portland federal court recently by Oceanic Fisheries Co., Inc., Seattle, against Kotzebue Oil Sales, Inc., an Alaskan concern.

Oceanic claimed in the suit that Kotzebue, under contract to carry oil from Alaska to Seattle, dispatched the oil aboard the barge *Arctic Chief*, towed by the tug *John Michael*. The towline broke and the entire cargo—including 223,760 gallons of herring oil, 19,000 gallons of salmon oil and 190,000 gallons of condensed fish soluble — was lost, the complaint charged.

1,260 Tons of Herring in One Set Establishes New Fishing Record

Twelve hundred and sixty tons of herring in a single set was the December achievement of one British Columbia fishing vessel. It was the biggest catch ever recorded in the West Coast herring fishery.

Maple Leaf C of the B. C. Packers fleet was the boat of distinction in this case, and Capt. Mel Stauffer, high-line Indian fisherman of Alert Bay, was the skipper.

The set was made in Ogden Channel, a few miles south of Prince Rupert. It climaxed a week of intensive and successful herring fishing which resulted in attainment of a 30,000-ton quota for the northern area earlier than had been officially set for the pre-Christmas windup of the season.

As a result of the apparent abundance of fish the fisheries department decided to grant an extension of the quota, and about 150 vessels were ready to converge on the waters of Ogden Channel, Kitkala and Edye Pass in the hope that the herring would continue to be in that vicinity in large volume.

Here's the craft whose herring catch of 1260 tons in a single set broke all known fishing records in December, 1950. *Maple Leaf C* was commanded by Capt. Mel Stauffer when she made her big catch.

Fleet Has Big Week

Fishing was concentrated in the northern area much earlier than usual this season, the diversion of vessels from the west coast of Vancouver Island due to bad weather and erratic fishing being responsible. Capt. Charlie Clarke, Nelson Bros. Fisheries fleet supervisor and a high-line fisherman in his own right, was one of the bellwethers in following a hunch to go north, and it was in the north where the fish were in their millions. In less than a week the fleet accounted for more than 18,000 tons of herring.

Fishing Skill Shown

The 1260-ton set was a tribute to the skill of Captain Stauffer in handling his boat and gear and in accounting for the whole harvest without loss of fish or net. Good fortune was on his side, however, in that several B. C. Packers' vessels were nearby and in a position to help with the brailing and packing. Had the *Maple C* been alone the story would probably have been very different because a single vessel could not have hoped to hold such an enormous catch. In fact, under those circumstances, it is doubtful whether Stauffer would have attempted such a set.

Three other B. C. Packers boats operating in Ogden Channel were instructed by radio telephone to rush to the aid of the *Maple C* as soon as the set was made, and all the equipment operated by the company in the area was called into action. *The herring were packed so closely in the seine that it was necessary to haul out ships' hoses and play streams of salt water under pressure into the net so as to keep the fish alive.* Brailing took twelve hours, and nine packers were eventually employed in carrying the fish to company plants at Namu and Alert Bay and Steveston.

Enormous Catches Dangerous

Without detracting credit from Captain Stauffer's achievement, the fisheries department and some operators frown on the practice of seeking whopping catches of herring on the ground that, except in cases such as Stauffer's where extraordinary talent is displayed and where there is an element of good luck, huge sets are likely to result in loss of gear and fish. Companies with a natural appreciation of the investment involved and an interest in conservation are increasingly inclined to discourage their skippers from abnormally large sets unless the conditions mentioned are close to ideal. The fisheries department, aware of the potential slaughter of fish from smothering in the event that the whole catch cannot be effectively brailed and packed to the shore plants, agrees with this attitude and has issued warnings to fishermen to use only a part of their seine if the school appears to be too big for effective handling.

"There are cases where the fish are so thick that a single set of 3,000 tons is not just a dream," one company executive told PACIFIC FISHERMAN, "but it's questionable whether any gear that's made could han-

dle such a load without splitting and causing serious loss of net and fish."

Other Great Catches

Previous single-set record in the herring industry was accomplished in 1949 by Capt. Hans Stolin of Nelson Bros. *Western Ranger,* with more than 1100 tons off Cape Lazo. Capt. Johnnie Clarke of the same company had a catch slightly less to his credit, and so did Captain John Bordewick when he was master of B. C. Packers' *Eastisle* a couple of seasons ago before trying his hand at whaling.

West Coast Indians are particularly proud of Mel Stauffer, who has consistently been among the most successful skippers in the northern area, and Stauffer has a special admiration for his boat inasmuch as more than a year ago it rested under several fathoms of water after running aground.

Maple Leaf C has an overall length of 66′ with a beam of 17′ and depth of 8′ 5″. The vessel was recently equipped with a Model ME1 90 Murphy diesel with 3-1 Twin Disc reduction gear.

GILLNETTING ALBACORE

Gillnet fishing for Albacore produced catches running up to 160 fish per set of gear run on an experimental basis by the Fish and Wildlife Service's exploratory vessel *John N. Cobb* during her initial season of North Pacific Albacore work.

Possibility of jig and bait boats increasing their earnings by running gillnet gear during the night was indicated by the *Cobb's* experimental fishing.

Significantly, *all* catches were made at night. *Not one* Albacore was netted during daytime sets, even at times when fish were showing on the surface and being taken readily on jigs.

Three Meshes, Two Twines

The *Cobb* fished gillnets of three mesh sizes, 7½″, 8½″ and 9½″ in both linen and nylon. The nets were all 100 meshes deep, which gives an actual fishing depth of 60 to 80′.

The nets were made up in 50-fathom shackles of each mesh size in each twine, and were fished in 300-fathom lengths composed of one shackle of each size in each material. The arrangement of the shackles in the nets was varied with each set to stagger the positions of the several shackles in the net as a whole.

Although the nets were made up so they could be fished well below the surface, all actual gillnetting was done with the nets fishing from the surface down, inasmuch as the great majority of the catches were made in the top half of nets so operated.

8.5-Inch Mesh Best

Donald E. Powell, fishery engineer acting in charge of the *Cobb's* work, said that there was no definite distinction in the quantity of Albacore taken by the nylon and the linen nets for the whole season as a whole. Occasionally there were considerable concentrations of fish in one material or the other, but the variability of this trend indicated that it resulted from a pod of fish swimming together rather than in special effectiveness of that particular shackle.

The 8½″ mesh did prove defiinitely the most effective size against fish of the size encountered during 1950 operations, although all three mesh sizes fished took tuna.

No Loss From Sharks

No significant loss was experienced from sharks damaging Albacore gilled in the nets; although numerous sharks were taken, and these caused plenty of trouble and some damage to the nets. Blue sharks were most numerous in the catch, followed by threshers, with a few soupfin.

Interestingly, the best Albacore netting encountered by the *Cobb* was while she was working off the Queen Charlotte Islands. Her season's operations took her along the entire coast from Cape Blanco north to Cape St. Elias, and as far as 500 miles offshore.

Albacore gillnets proved effective in catching tuna at times when there were no signs whatever of the fish on the surface, and when none were being caught by the trolled jigs.

Tuna Canning to Test Practicability of Netting

Proof of the practical, commercial value of gillnets for Albacore must wait upon the conclusion of canning tests, in the opinion of Mr. Powell, as the fish admittedly suffered some damage from the meshes.

All tuna taken by means of nets were frozen aboard the *Cobb* and are to be canned in a carefully controlled test against the vessel's jig-caught tuna. Records will be kept showing the recovery for the net-caught fish, and also for the grade of the finished product in comparison with tuna which could be held while alive.

Mr. Powell says that in some of the cases the Albacore had driven themselves into the gillnet so solidly that it was necessary to break the mesh in order to remove the fish.

The gillnet-caught Albacore were canned at the custom cannery of J. W. Anderson & Son at Astoria, under supervision of George M. Pigott of the FAWS technological laboratory staff at Seattle.

Canning was done with careful record of the recovery and condition of the fish. The product will be compared with control specimens canned from the *Cobb's* jig-caught tuna.

400 Albacore Tagged

During her 1950 cruises the *Cobb* tagged more than 400 Albacore by means of plastic discs pinned through the back of the fish at the dorsal fin. It was found that, by taking care, approximately two-thirds of the Albacore caught could be removed from the hook, measured, tagged and released in condition such that survival could be expected.

Astoria Otter Trawlers Withdraw From I.L.W.U.

Otter Trawlers Union of Astoria in January voted unanimously to follow the Seattle local out of the International Longshoremen and Warehousemen's Union.

At the same meeting the union voted to stand for an increase in the price of trawl fish to within 1c per lb. of prices paid at Seattle.

Philip Pinkstaff was elected president of the union, succeeding Al Mather, with Victor Hubbard as vice president and Paul Graves as secretary-treasurer.

Time Limits Cut On Bait Licenses

The Mexican government has issued new regulations affecting the expiration dates for issuance of bait and anchorages licenses for the U. S. tuna fishing fleets, as follows:

Net Tons	Old Schedule	New Schedule
1-3	25 days	10 days
4-15	45	25
16-70	70	50
71-200	90	70
Over 200	120	90

Non-Empire Exports Of B. C. Salmon Improve

British Columbia's fish export trade has been cheered considerably by the improving prospects in several markets which, although active before World War II, have until recently been purchasing in this region only in negligible volume.

France is showing genuine interest in British Columbia Pinks and Chums, and so is Italy, although both these countries have been out of the market for many years until the past few months.

The West Indies market, especially in those lands not too adversely affected by the dollar situation, is buying more B. C. salmon.

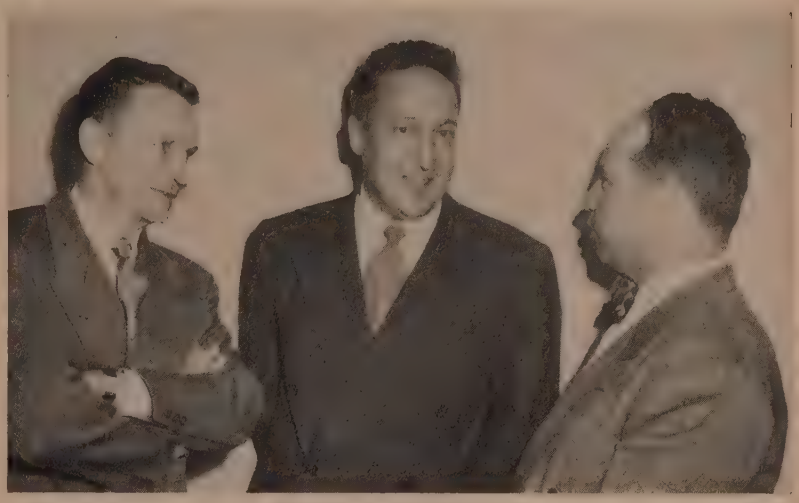
The British Commonwealth countries, apart from the United Kingdom, which of course has been a big factor in export trade during the past two years, are still obliged to keep their salmon purchases from dollar-Canada at an extremely low level, but Vancouver exporters are confident that New Zealand and Australia will be moderately active bidders for B. C. canned salmon during the coming season, barring some drastic upset in the international economics situation.

Dr. Ivor Jones Joins N.C.A. Northwest Branch

Dr. G. Ivor Jones has joined the staff of the Northwest Branch of the N.C.A., in Seattle, as a chemist, particularly concerned with problems relating to canned salmon standards.

Dr. Jones is a graduate of the University of Washington, where he received his bachelor's, master's, and doctor's degrees, in 1930, 1932 and 1934. He spent several years in the laboratories of the Food and Drug Administration in Washington, D.C.; five years in the U. S. Department of Agriculture research laboratory at Albany, Calif.; and for the last five years has been employed as a bio-chemist in the Fisheries Technological Laboratory of the U. S. Fish and Wildlife Service.

M. B. Schaefer to Direct Tropical Tuna Research



M. B. Schaefer, newly appointed director of investigations, Inter-American Tropical Tuna Commission, center, conferred in January with Harold F. Cary, left, general manager, and Frank M. Perry, president, American Tunaboat Association, San Diego. Mr. Cary is secretary of the industry advisory committee to the commission. Mr. Schaefer is making temporary headquarters at Scripps Biological Institute at La Jolla, north of San Diego.

Inter-American Tropical Tuna investigations will be directed by Milner B. Schaefer, whose appointment to the position of director of research under the United States-Costa Rica treaty was announced by the Department of State at the end of 1950.

Mr. Schaefer was graduated magnum cum laude from the School of Fisheries of the University of Washington in 1935, and thus becomes another of the world leaders in fishery biology who receives his training there, and later in the field, under Dr. William F. Thompson.

He served four years as biologist on the staff of the Washington Department of Fisheries, and then worked under Dr. Thompson on the Fraser River Sockeye research of the International Pacific Salmon Fisheries Commission. After four years' war service in the Navy he was engaged in biological research for the U. S. Fish and Wildlife Service, first in the Service's Pacific tuna and sardine studies centering at Stanford University; and later as chief of the biological section of the Pacific Oceanic Fishery Investigations at Honolulu.

He recently completed the thesis for the degree of Doctor of Philosophy based on research conducted for the International Pacific Salmon Fisheries Commission.

In its announcement of Mr. Schaefer's appointment, the Department of State said:

"The Inter-American Tropical Tuna Commission has been established to make a joint study of certain tuna fisheries, namely, Yellowfin and Skipjack, in the tropical waters of the eastern Pacific ocean, and of the kinds of fish used as bait by tuna fishermen. Because these fisheries present problems to other countries beside the United States and Costa Rica, provision has been made for other countries to become participants.

"The territorial waters of Costa Rica are an important source of bait and it is understood the Commission plans to establish branch headquarters in that country, although the main office and laboratory will be located in Southern California.

"This will be the largest tuna or tuna bait-investigation ever to be conducted off the coasts of Central and South America, and the appointment of the Director of Investigations will enable the Commission to start its important work for the maintenance of a valuable food resource. Mr. Schaefer's background in fishery research, with particular emphasis on tuna, eminently qualifies him to direct the activities of the scientific staff which will carry on the investigations."

Embargo on Trade With China Cancels Salt Herring Sales

Restrictions on exports to Hongkong resulting from the Korean trouble curbed sales of salt herring by Canadian exporters almost as soon as the movement had got under way.

Before World War II a considerable trade was developed by Japanese and other interests in British Columbia who shipped salt herring in barrels to the China market. This business was interrupted, of course, during the war and it had a brief renaissance in 1947, when political developments again halted it.

A few weeks ago it was announced by Eugene R. Black, president of the International Bank for Reconstruction and Development, that the trade in salt fish would be resumed, and the firm of Shafer-Haggart, Ltd., Vancouver, was appointed to organize the operation in British Columbia.

Most of the fishing companies operating in the herring fishery would have shared in this business, supplying herring not used in the canning and reduction processes.

However, after the first shipments left Vancouver in November, the tightening war situation across the Pacific hit the salt herring trade and all shipments were cancelled. Primary purpose of the restriction was the possibility that at least some of the goods might find their way into Communist China.

Although eager to co-operate in any measures to check the war effort of a hostile power, British Columbia exporters had looked to the salt fish trade as a possible means of offsetting the loss of the canned herring market. During the war years and immediately thereafter there was a good overseas demand for B. C. canned herring, and the pack ran as high as 1,000,000 cases annually. Since the cessation of relief agency buying, however, this trade declined to the negligible quantities that prevailed before the war.

During the first week of December it was reported by the Canadian Fisheries Department that more than 3,000 tons of herring had been dry salted, and only a small part of this total had been shipped. More than 45.000 cases had been canned. About 10,600 tons had been manufactured into herring meal, and herring oil production exceeded 1,500,000 imperial gallons. At that time the total catch of herring in British Columbia waters stood at 71,599 tons, of which 40,000 tons had been taken in the lower east coast area.

At the corresponding date in 1949 the total herring catch was 81,323 tons and in 1948 79,563 tons. but in those seasons fishing had been started considerably earlier.

Northern Sardine Year Draggy at Close

The Northern California sardine season dragged to a dismal end in January. Most of the fish received in Monterey and San Francisco Bay plants was trucked in, and toward the middle of the month there was not even much of that.

As of Jan. 5 only 15,641 tons had been received in San Francisco, as compared to 16,326 for the season previous; 51,756 tons in Monterey as compared to 129,549 tons; but southern California had received 242,964 tons as compared to 134,695 tons in the previous season.

Therefore the catch for the entire state was 310,361 tons as compared to 280,570 tons, as of Jan. 5, 1951.

This catch was reflected in the big case pack of sardines, the second largest on record. By Dec. 31, 1951, some 4,735,010 cases had been packed in the state, as compared to 3,864,010 for the season previous.

Naturally southern California had packed the most, with 3,941,639 cases as compared to 2,073,881 cases. Monterey had packed 726,288 cases as against 1,713,844; and San Francisco had packed 67,083 cases as compared to 76,285 cases.

Olympia Seeding Good

Successful setting of Olympia oyster spat occurred in all principal oyster producing bays of the lower Puget Sound native oyster industry, according to a report by Cedric Lindsay and associated biologists to Robert J. Schoettler, acting Washington director of fisheries.

The setting was rated adequate to assure replenishment of the beds which suffered damage from severe cold weather early in 1950.

Norfish Advances Lanthier

Bud Lanthier, who has been associated with Norfish Sales Co., Oakland, for the past year or so, has been put in charge of the firm's canned and packaged seafood sales.

Bulmer and Associates Buy Grimes Cannery

Purchase of the cannery of the Grimes Packing Co. at Uzinki, near Kodiak, by Eric Bulmer and a group of associates, as yet unnamed at presstime, was announced in January by Mr. Bulmer, who has been superintendent of the New England Fish Co.'s Orca cannery near Cordova for a number of years.

Succeeding Mr. Bulmer as superintendent at Orca will be Carl Carlson, who has been assistant superintendent there for a number of years. Oscar Bergseth, Nefco general superintendent, also announced advancement of Tonnes "Tony" Hanson Jr. to position of assistant superintendent at Orca. He has served the company as a fisherman for a number of years and is well acquainted with the Copper River-Prince William Sound area, its fishermen and its production problems.

Mr. Bulmer made a quick trip to Alaska early in January, after announcing the Grimes cannery purchase, but was not ready to disclose the identity of his associates.

The Uzinki cannery is a modern one-line plant, supplied by a fleet of about 16 small seiners and a number of gillnetters, and served by three tenders.

Big Mackerel Catch Only 18% Pacific Type

The mackerel fishery of California enjoyed in 1950 the third best year of its history, fishermen accounting for just under 77,000 tons, and canneries packing almost 1,500,000 cases. In addition, composed, of course, of both mackerel and sardines, Southern California produced 1,800,000 cases of pet food. Two better years were 1935 with 1,761,236 cases; 1947, with 1,522,199 cases.

Raw price to fishermen throughout the year had held firm: Pacific, $50 per ton; Jack, $40. In Southern California fish was received and processed every month of the year; in Northern California only six months. Of the total caught only 18% was Pacific.

Quotations on Pacific at $6.00 to $6.75 showed a slight firming from opening prices, but Jack had weakened considerably. It had opened the year at $5.75 to $6.00, but had steadily fallen to as low as $4.50 f.o.b. Southern California by December 31. However, higher prices were showing and some fish was being sold at $5.00. Although Pacific was cleaned up, there was a fairly heavy carryover of Jack into the new year.

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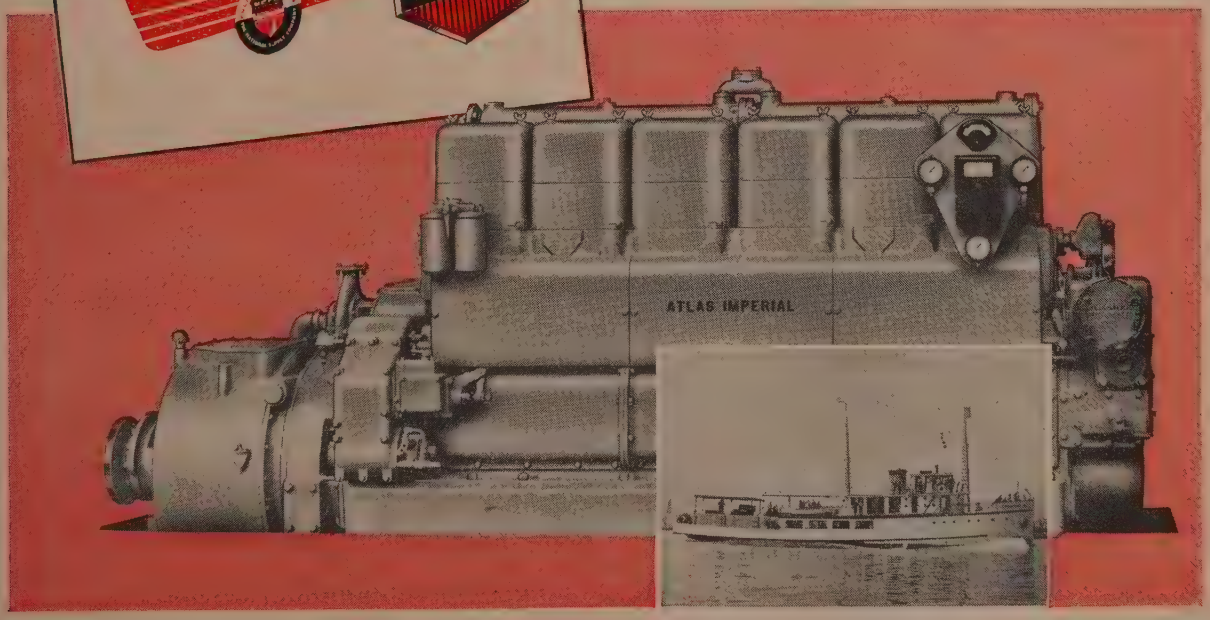

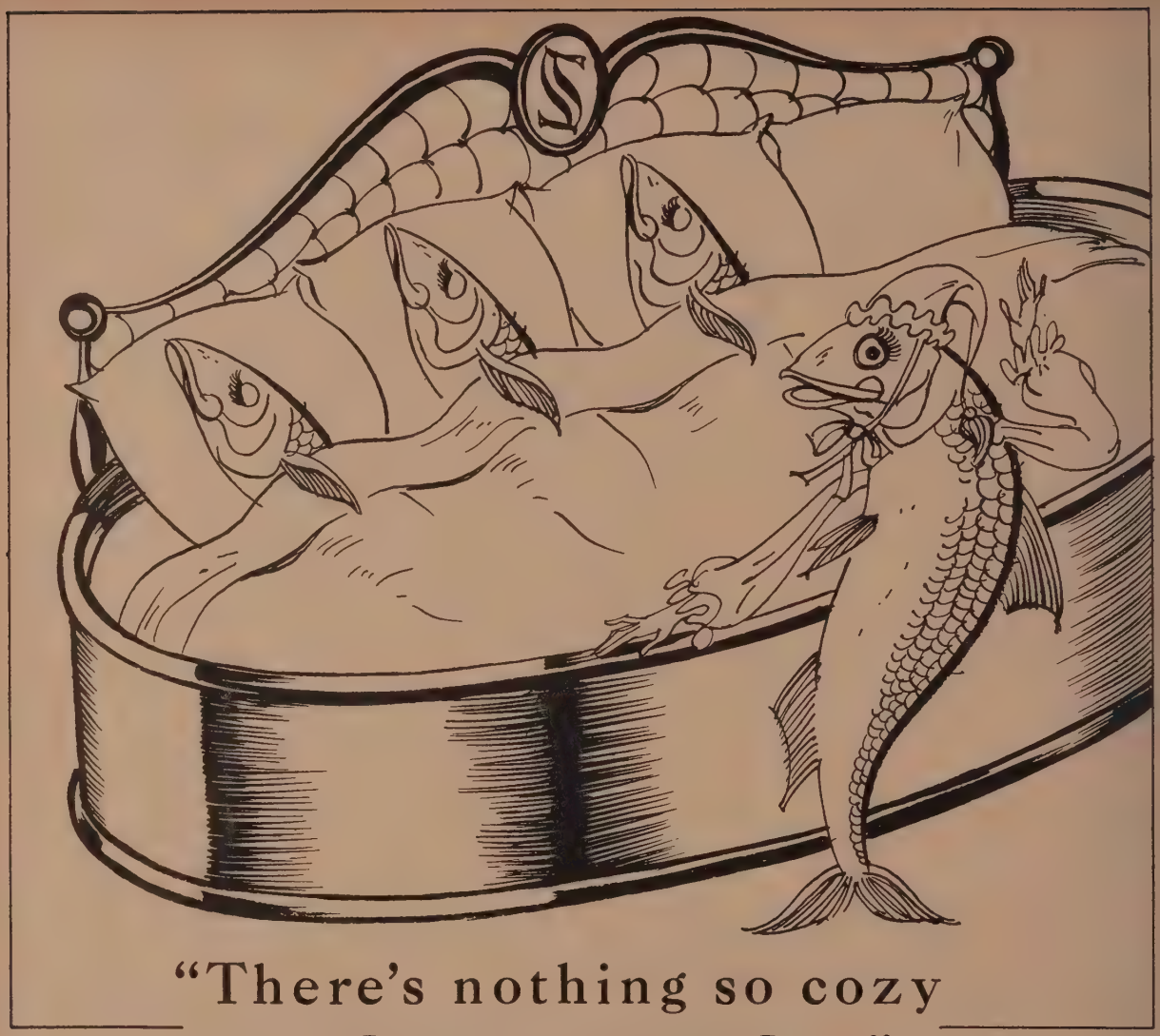

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WHALE SOLUBLES---

New Product of Ancient Industry Introduced by B.C. Packers

Whale solubles represent a new product of B. C. Packers, Ltd., and they give promise of being a profitable feature of the operations of the company's subsidiary Western Whaling Corporation, whose base and shore plant are located at Coal Harbor on the northwest coast of Vancouver Island.

The company began experimenting in the whale solubles field last season, but did not get into volume production until after the 100th whale had been landed for processing. This year, although there have been few basic changes in equipment installed, the plant has streamlined production of whale solubles to a considerable extent and the whole operation has been enlarged and improved.

The Coal Harbor plant has De-Laval and Sharples centrifuges, which are interchangeable with the company's herring plants, and a P & L press; two cookers of Swedish design and manufacture which were purchased from the United Kingdom. Included in the mechanical setup is an evaporating system built at Victoria according to the Peebles type, similar to the installation at Western Condensing Co. at Monterey.

Whale oils, meals and solubles processed and marketed by the company are derived from two different groups of whales, the toothed group, represented in the British Columbia catch by the sperm whale only, and the whalebone or baleen group, represented by the Fin, Hump, Sei and Blue whale. Sperms on the average produce more oil but less meal than the other whales. Blues and Sperms provide the highest potency liver oils. All species, however, produce solubles in roughly the same volume, the quantity depending only on size. This fact has made development of soluble processing and marketing all the more important.

"Whale solubles, which are produced by evaporation of waste liquid effluents from the processing plant," states John M. Buchanan, president of British Columbia Packers, Ltd., "constitute an entirely new product in the whaling industry. They closely resemble the corresponding fish product in physical characteristics and nutritive value. They can provide for the veterinary feeding industry a valuable additional source of animal protein. Although their value has not been widely recognized up to the present, there is reason to believe that this situation can be remedied when the result of current feeding tests become available."

Whale liver oils reflect the general trend of the Vitamin A market which over the past 10 months has been rapidly declining, partly due to increasing availability of Japanese and Norwegian products, but principally on account of synthetic Vitamin A.

Mr. Buchanan remarks that if values continue to drop, production of Vitamin A from whale livers as well as from many types of fish livers will be discontinued.

Higher Quality and Lower Cost Prime Aim of Fish Technology

"Technology in the fish industry is only good business."

There in nine words is the essence of what Dr. W. F. Hampton, research director of the seafoods division, General Foods Corporation, said at the dedication of the University of Washington Fishery Center.

"Technology aims at the attainment of high quality and low cost, and therein lies its ample justification as only good business.

"The fishing industry can benefit by wider application of technical knowledge and practices, for without them it cannot make the progress it seeks in competition with other foods, and cannot supply the kind of food the housewife wants. She is *paying more* today, and she is *expecting more,"* Dr. Hampton declared.

"Product and Process Improvement is the division of the technological department's work most likely to pay off, for this is the division that seeks to improve products and reduce costs.

"On the other hand, *New Products* perhaps are sought too often. The laboratory aspect of new products is the cheaper. *Plant operation* and particularly *marketing* are the most important, and *most expensive* parts of the development of new products.

"Careful forecasting and planning are necessary, and even then the wise operator and the smart technologist will approach new products carefully, and very gingerly."

Quality control was the third prime field for technological work in fish packing cited by Dr. Hampton, and he projected it primarily as an aid to the sales department in its merchandising, where uniform high quality could be marketed with confidence and the knowledge that re-orders will not bring regrets.

A. H. Mendonca Elected F. E. Booth Co. President

A. H. Mendonca, who has been associated with F. E. Booth Co., Inc., San Francisco, pioneer Pacific Coast fish canners, since 1929, has been elected president of the company.

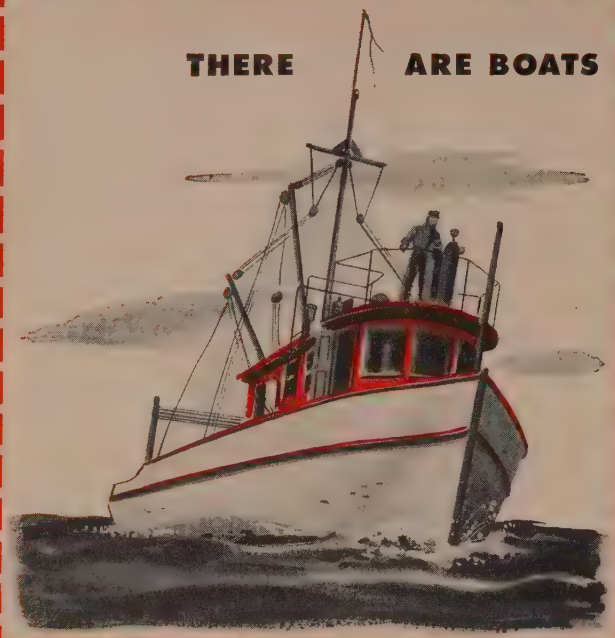
When Mr. Mendonca first went to work for F. E. Booth Co., Inc., he was in charge of the biology department, and was active and instrumental in building up a market for sardine oil as a Vitamin D carrier for the poultry feed industry. Later as the vitamin oil operations expanded with the development of shark liver oil as a Vitamin A source, Mr. Mendonca headed the production and marketing of these products.

In 1943 he was made vice-president and placed in charge of all fishery operations. Mr. Mendonca has always been interested in the betterment of the fishing industry and took a leading part in the activities of the San Francisco Sardine Association and the California Sardine Products Institute.

During World War II he served on various advisory committees having to do with canned fish.

Mr. Mendonca's appointment came about as the result of Harry H. Fair's desire to retire from active duty as president of F. E. Booth Co., Inc. Mr. Fair, however, retains his interest in the organization and will remain in an advisory capacity.

THERE ARE BOATS ...AND BOATS...



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Nefco Opens Eastern Distribution Office

Broadening of the New England Fish Company's volume and line of products has led to decision to open a New York office from which merchandising operations of the company in the northeastern portion of the country will be directed by Henry H. Goodrich, vice president of the company.

This development, which will come about April 1, was announced in January by Harald Synnestvedt, president.

Mr. Goodrich will be succeeded as manager of the company's operations on the Columbia River and the Oregon Coast by Douglas Hager, who has been his assistant there for some time, and who previously served Nefco at Sitka and Ketchikan.

In January Mr. Goodrich, who is regional vice president of the National Fisheries Institute, attended the N. F. I. executive committee meeting in Washington, D. C., and then made a trip through the territory which will be served by the office he is to open in the spring.

"Mr. Goodrich will supervise and coordinate the sales and products distribution of the New England Fish Co. in the populous northeastern portion of the country," Mr. Synnestvedt said in making the announcement. "He will work with our brokers, and with our branches in New York and Boston, assisting them in the distribution of our growing volume and variety of canned and packaged frozen products.

"Mr. Goodrich has served New England Fish Co. and its subsidiary Canadian Fishing Co. for his entire business life, rising through all levels and divisions of the business."

Olympic Seafoods Moves to Seattle

After a very satisfactory crab season at LaPush, south of Cape Flattery, during which they shipped over 38,000 lbs. of fresh crabmeat and canned 3,100 cases, Olympic Seafoods, Inc. (Edward Odion and Hiram McCallister) moved their operation to Seattle Oct. 1, setting up their plant in leased quarters in the Haines Oyster Co.'s establishment. The retort and canning machinery were moved in about Christmas, in preparation for the Puget Sound crab season. With crabs also from several buying stations on the Washington coast, they expect to make their new Seattle set-up a year-'round operation.

Eight Prime Problems Facing Fresh and Frozen Fish Trade

Eight prime problems of the fresh and frozen fish business were sketched at the dedication of the Fisheries Center of the University of Washington by E. A. Ruthford, vice president and sales manager, San Juan Fishing & Packing Co., Seattle. He listed and elaborated them thus:

1. Problem of Supply

The shortening halibut season has provided new problems and raised storage costs. High-speed production has forced changes in buying practices as well as in those of marketing.

In salmon supply the trend has been toward buying near the grounds and running the fish to the plants by means of fast packers and motor trucks.

2. Problem of Labor

The problem here is not one of wages alone — for the matter of keeping trained men in the industry in competition with other activities is a serious one. Solution may lie in the stimulation of pride and company loyalty, in convincing labor that it is a vital part of a vital industry.

3. Problem of Transportation

Only in very recent years has the Pacific fresh and frozen fish industry done anything about seeking to correct inequalities in its transportation charges, but in this relatively short time great gains have been made. Through the agency of the National Fisheries Institute important savings have been effected in express, rail freight and trucking costs; while the Northwest Fish Traffic Committee's work has greatly reduced frozen fish shipping costs.

4. Problem of Maintaining Quality

Longer periods of storage have put a premium on improved storage conditions. Quick freezing and modern packaging have contributed greatly to quality maintenance.

Use of special glazes and of ascorbic acid on fillets for retarding rancidity and protecting color are important quality-keeping steps of today's technology.

5. Problem of Maintaining Volume

The industry should make consistent use of the modern tools and technologies of merchandising by means of advertising and promotion, just as it uses advanced technology in packing and packaging, in storing and shipping.

Packaging lends itself to promotion; and the moving of fish in expanding volume demands advertising.

6. Problem of Competition

There are three primary forms of competition: (a) within the industry; (b) from foreign producers; (c) from other foods. The sound operator need not be afraid of any if they are kept clean and on a reasonable basis.

In connection with imports, Mr. Ruthford cited the fact that there had been a 600% increase in fillet imports from 9 million pounds in 1939 to 54 million pounds in 1950.

7. Problem of Conservation

Here there is a need of selling the whole industry, and this can well be done by pointing to proven accomplishments, such as those of the halibut and Sockeye commissions, of the troll salmon program coordinated through the Pacific Marine Fisheries Commission, and of the bottom fishing studies of the Washington department of fisheries.

8. Problem of Perpetuation of the Industry

Here Mr. Ruthford found the answer in research and cooperation. He cited the School of Fisheries, in which he was speaking, as the source for trained experts on whom the industry must rely increasingly. In the field of cooperation he mentioned the Pacific Fisheries Conference, which draws together the opinion and influence of all elements of the industry; and the National Fisheries Institute with its national function. The recent presentation of the industry's case against the proposed Cowlitz dams was cited as a case of the applied power of an industry which is learning the value of cooperative action.

VANTUNA, veteran tuna clipper fishing for Van Camp Sea Food Company has been acquired by *Joe da Silva*, former owner of the ill-fated *Glory of the Seas*. Name has been changed to *Deolinda*. *Antonio De Luz* is skipper while the new owner and *Manuel Silva*, with his family, are vacationing in Portugal.

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Echo Sounding Gear in Tuna Tenders Cuts Time Required for Making Bait

Tuna clipper *St. Francis* recently made a successful tuna trip in only 27 days.

Her previous trip to that area had required 53 days—virtually twice as long—and of those 53 days 27 were spent in seeking bait.

In other words, the second trip required the same number of days to take a load of tuna as the first did to take bait.

What made the difference?

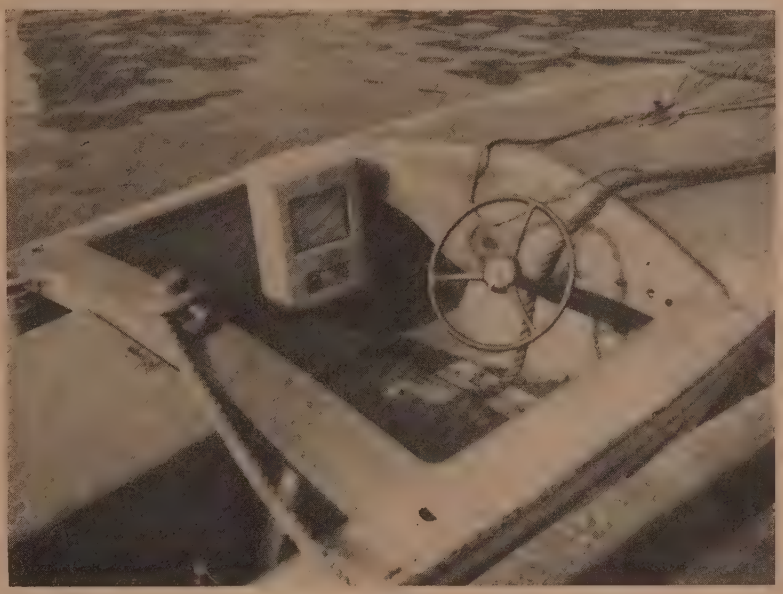
Well, Capt. Huber Ursich—and he ought to know—credits the echo-sounder installed in his bait tender. There doubtless were other factors in producing the quick trip, but Capt. Ursich gives the Bendix Bantam, Model DR-9, which he installed in his tender just before the 27-day trip with a very large part in that snappy performance. Other boats in the same area required many days to make bait.

Initial experiments in the location of tuna bait with a depth-recorder were made in Magdalena Bay some time ago (reported in PACIFIC FISHERMAN, Sept., 1948) and since that time a number of tuna clippers have equipped their bait-seeking speed boats with such gear. Among the recent converts to sounding gear in the tender was Capt. Ursich. The *St. Francis'* tender installation was made in such a way that the normal functional operation of the boat was in no way affected. Due to the low current consumption of the equipment, no special provisions were necessary in the form of additional batteries or larger generators, etc.

The age-old practice of scouting for "flippers," birds working, or other visual surface indications of the presence of a school of bait may soon be forgotten by all tuna fishermen. A fast speedboat with a sounder aboard can cover a great deal of area in a short period of time, and any schools of bait—regardless of how near the bottom they may be—will immediately register on the recording tape. With a little practice, the user can soon determine accurately the quantity of bait that exists in any given school.

It has also been suggested that possibly with a different type net, probably a purse seine type, or mid-water trawl, bait could frequently "be made" in the open ocean, thereby saving considerably on the time presently spent in reaching bays which are known sources of bait.

The compactness of the Bendix Bantam model, which weighs only 40 pounds makes possible the use of the unit not only in the clipper's speedboat but also on the mother ship herself, it being only necessary to have two transducers, or underwater heads — one mounted in the hull of the mother ship and one mounted in the speedboat. In this way, the unit may be of great assistance to the skipper in navigating the clipper in shallow water.



Installation of a Bendix depth recorder in the bait tender of the clipper *St. Francis*, where it has proven unseful in detecting bait school which give no surface sign.

May Lead to Purse Nets

The success of the entire project is well covered in the terse comment recently made by Captain Ursich, "I wouldn't be without it," when questioned about the value of the depth recorder to the operation of the *St. Francis*, the graphic recording of the movement of bait schools and its value in the use of the present equipment of lampara type nets. However, several long-time tuna men interviewed believe that the ultimate will bring about slightly larger skiffs with power take-off winches and the purse-seine type nets, it being felt that the purse-seine net will allow the taking of bait in water considerably deeper than that currently felt feasible, and also the elimination of the many schools of bait that are "lost" due to the tiny fish darting under the leadlines of present equipment.

New Type Small Skiff Allowed on Fish Boats

The Canadian ship inspection service made an important concession to British Columbia fishermen as a result of conferences between the inspectors and the Salmon Canners Operating Committee.

In the past, salmon seiners were the only vessels over a certain tonnage (about 42 ft. long) that were able to operate without carrying lifeboats. The smaller draggers, packers, halibut boats and trollers were encumbered by such craft.

However, under the new plan the inspection service has authorized a new type of skiff that may be carried instead of regulation lifeboats. The new type of skiff for two men, for instance, is only 8′ x 3′ 11″ x 1′ 4″; the largest are for six men and are 12′ 6″ x 4′ 3″ x 1′ 8″, and their size, design and dimensions make them much easier to carry.

Capt. Frank Perry Heads Tunaboat Association

American Tunaboat Association held its annual meeting and election of new officers and board of directors at San Diego, December 20, with its largest attendance, 165 present. Twenty members were chosen as directors for 1951 and these chose the new officers.

Frank M. Perry, 39, one of San Diego's largest operators of tuna clippers, was chosen president. Edward X. Madruga, owner of the *Liberty* became vice president; Vernon M. Brown, secretary-treasurer. Harold F. Cary automatically continued as general manager.

New directors include: George Alameda, George C. Campbell, San Crivello, Louis DeFalco, Manuel H. Freitas, Frank Gonsalves, William Hoss, Anthony D. Madruga, Carl Medina, Machado Medina, M. O. Medina, Harold Morgan, Frank Pastore, Joe Penacho, Manuel G. Rosa, Edward P. Silva and Frank "Pete" Szalinski; as well as the chosen officers. Mr. Perry succeeded M. O. Medina to the presidency.

Highlights of the meeting were the annual report of Manager Cary, which exhaustively dealt with all the complex problems of the tuna industry; and the address of Dr. W. M. Chapman, U. S. State Department, which covered mainly the international conditions affecting the United States commercial fisheries.

Monel Purse Rings On B.C. Herring Nets

Use of monel purse rings in British Columbia herring operations is now practically standard practice with vessels of the larger companies such as Canadian Fishing Co., Nelson Bros. Fisheries and B. C. Packers.

Introduced about two years ago, the monel purse rings won instant favor as they are reported to have important advantages over the rings previously used. Since steel cables are extensively used in herring purse lines and the weight of the sets is usually extremely heavy, running often beyond 400 or 500 tons, the wear on bronze, brass and other metals used for purse rings was severe.

Brass and bronze rings cannot be easily repaired, and once worn excessively they have to be discarded. In the case of monel rings, however, apart from their greater durability, they can be repaired by welding and a ring worn practically clean through made as good as new.

Frank M. Perry, 39, newly-elected president of the American Tunaboat Association, San Diego. Born at Hanford, Calif., and coming to the Portuguese-American tuna colony at Point Loma at 11 years old, he was skippering the tuna clipper *Point Loma* when he was 17 years old. He bought and operated the clipper *Olympia* for seven years; served in the U. S. Navy during World War II, being given a medical discharge. Just before and after the war he showed courage and aggressiveness which has made him today one of Southern California's leading tuna clipper operators. He built, with partners, the *Sea Lion;* acquired the *Frances Marie;* was a partner in the 132′ steel *Star Kist, Joan of Arc* and *Santa Barbara.* Today he is interested in seven clippers. He joined the ATA 17 years ago, is married and has four children.

Hoyer Joins Dowden

William H. Hoyer, formerly with the Red Salmon Canning Co., Seattle, and the Fish and Wildlife Service, POFI in Hawaii, is now associated with Henry Dowden & Co., San Francisco sea food brokers.

Mr. Hoyer served during the war as purchasing contract officer for West Coast fisheries products.

7 Tuna Clippers Building at San Diego

Southern California's new program of tuna clipper building was under way at the end of 1950, with seven in various stages of construction, and with the 121′ steel *Antoinette B* first off the launching ways at National Steel & Shipbuilding Company in late January.

At NS&S there were four hook-and-liners: The 121′ steel craft for a French Sardine Company group; a 127′ steel vessel for Andrea Castagnola and sons; and two 133′ by 30′ wood clippers for M. O. Medina. All these vessels have Enterprise diesel propulsion; Murphy diesel-generating sets. The 121′ steel, and two 133′ wood vessels will be Kohlenberger-refrigerated; the Castagnola vessel will have a Baker system.

Campbell Machine Company was well along with the hull of a 150′ wood clipper for Joe S. Rogers and Associates. Main power is an 840-hp Union, super-charged; with two Union 200-hp diesel generating sets and a third Union standby. Refrigeration is by York compressors.

Martinolich Shipbuilding Company was framing a 125′ wood fantail for Joseph C. Rogers and associates in January. This vessel, designed by John A. Martinolich, San Francisco, will have an Enterprise propulsion diesel, and three General Motors diesel-generating sets; and with Baker refrigeration.

Harbor Boat & Yacht Company, had laid the keel for the 120′ wood clipper *Helen S,* for Manuel Simas and associates. She will have Enterprise main, General Motors auxiliaries and Howe refrigeration. All vessels above are under construction at San Diego.

DESTRUCTIVE OVERFISHING IN JAPAN

Richard S. Croker, chief, Bureau of Marine Fisheries, California Division of Fish and Game, back at his desk after a three-month leave of absence to study and make recommendations concerning the betterment of Japanese laws, regulation and enforcement of marine fisheries, reports that the Japanese fisheries resources are subjected to an intensity of fishing that threatens to jeopardize continued productivity.

"The numbers of fishermen and boats have increased to the point where the catch per fishermen has been reduced," said Mr. Croker. "As a result many fishermen cannot make a living, and at the same time the future productivity of the fishery resources is being impaired by over-fishing.

"Enforcement of regulations is virtually non-existent. It is recommended that an effective patrol and enforcement department be established in the fisheries agency. "Fisheries regulations should be revised and modernized. The Japanese coastal fisheries are in a chaotic condition, featured by too many fishermen, over-fishing, contradictory and ambigious laws and regulations, widespread law evasion, and inadequate law enforcement, accompanied by a general lack of appreciation of the serious nature of the situation."

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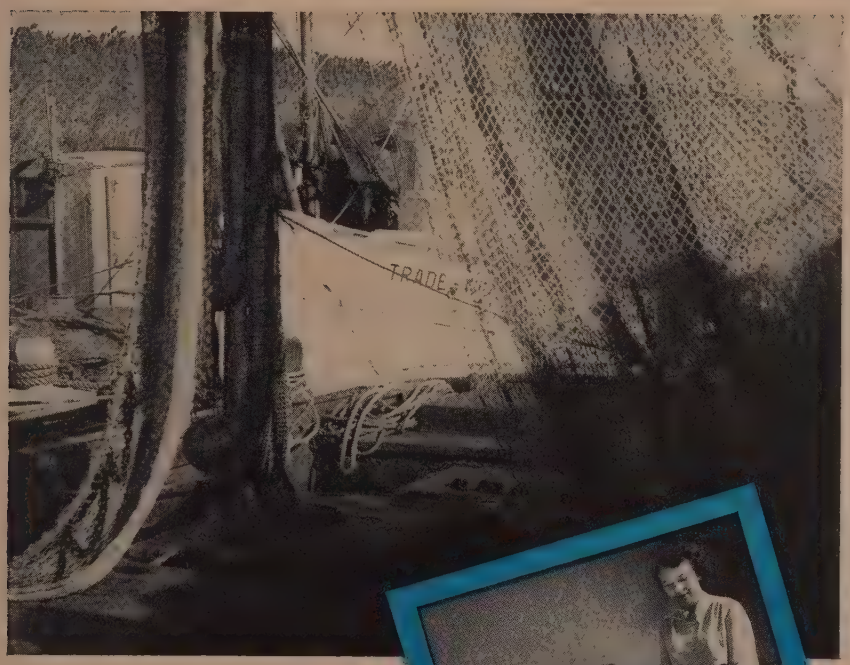

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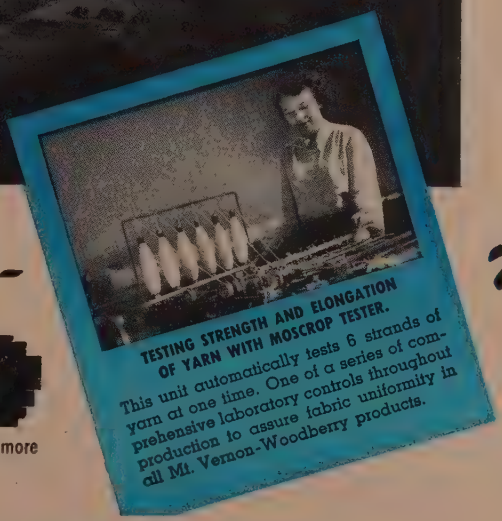

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Carried in stainless steel 65-lb. lugs, from the trimming and "chunking" table, the salmon goes to a skilled slicer. The salmon is placed as a chunk in the slicing machine and the slices are packed in friction-top Canco tins, as shown here, or in glass jars from Glass Containers, Inc.

Los Angeles Smoking & Curing Co.

WINS NATIONAL NOTE FOR ACHIEVEMENT IN PACKING CURED FISH

"Smoked fish should be to the fish industry what smoked meat products are to the meat industry!"

This statement by Louis Vitale, president of the Los Angeles Smoking and Curing Co., has been the production guide of his company for many years. Under Mr. Vitale and his late partner, Frank Tarantino, the goal has been largely realized by his company through the *"Lascco"* line of smoked and cured fish products.

"Lascco" salmon smoking is unique on the Pacific Coast in that it uses only fresh or frozen fish, rather than mild cured. Mr. Vitale buys his salmon from Monterey to Alaska, troll-caught or gillnet Chinooks or Kings. He is perhaps the largest buyer in the United States of fresh salmon for smoking or kippering, using several million pounds annually. National Ice & Cold Storage Co., Los Angeles, provides the freezing and some holding facilities for fish which is not immediately cured and smoked. The *Lascco* plant itself has 9,000 cu. feet of cold storage.

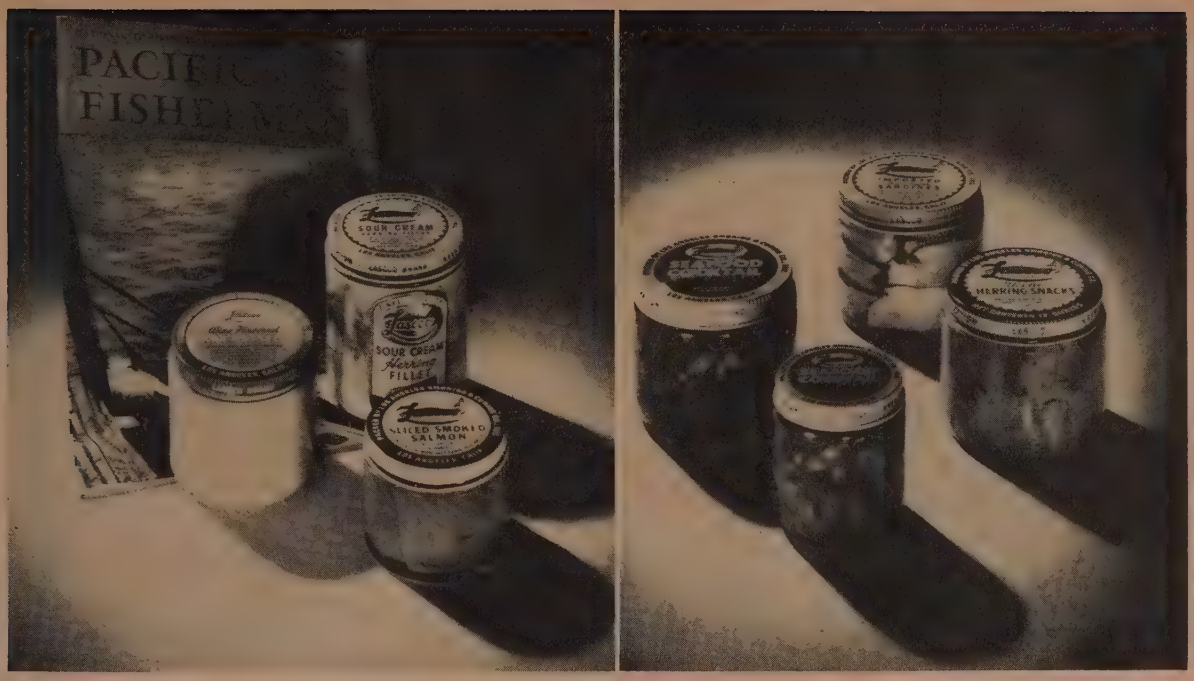
Mr. Vitale is an artist in his materials — from selection of fish and the curing to packaging and merchandising. He and his late partner date their skill and experience in fish processing to the early days of the San Francisco Smoking & Curing Co. and the Bohemian Oyster & Cocktail Co., both San Francisco firms of the early days of the 20th century.

Process and Formulae Closely Guarded Secrets

The *"Lascco"* method of curing is unique in that fish is cured under temperature control, which is adjusted to the type and quality of the fish. Mr. Vitale's superintendent, Victor Bonjean, guards the curing formula carefully, and has only recently passed it on to a member of his staff. Softened water, cooled to 38-40 degrees, is used in curing, plus sugar, salt and spices.

The plant's Frick refrigeration system is used for cooling the water and for holding fish at a temperature of 38° F. in the curing room through an air-blower or diffusion system. As a matter of fact, the entire plant is served with filtered and cooled air, thereby providing uniform temperature throughout the butchering, curing, smoking and packing procedures.

Salmon and cod for smoking and barbecuing, after they are cured, go immediately to a drying room, where dry air from vents removes the surface moisture without dehydrating



Lascco consumer packages of cured fish specialties in modern glass packages whose friction tops carry the labeling—a device which is particularly effective in modern open-top refrigerated self-service cases. It also permits full view of the contents. The seafood cocktail is a new *Lascco* product, packed at Santa Cruz. Glass Container, Inc., furnishes the jars for these specialties.

the fish. Formerly, the cured fish were dried in the smokeroom, but this created an undesirable "smog." The temperature of the drying room averages 60 degrees. A thermo-humidigraph controls the temperature and humidity of the air, preventing too-quick drying and the uniform degree of moistness for which *"Lascco"* barbecued cod and salmon and smoked salmon are famous.

Smoking of salmon by smoldering hardwood sawdust in the large brick "hot house" is for flavor only. At this point in the *"Lascco"* story it is suitable to mention that throughout the entire plant there is a noticeable absence of fish smell. Instead, there is the pungent smoke atmosphere which makes *"Lascco"* an extremely pleasant plant to visit.

The "How" of Smoking

Barbecuing or kippering of salmon, and for this *"Lascco"* uses white Kings largely, follows through the use of (1) wood fires for flavor, (2) charcoal and (3) gas for cooking. Charcoal only is used for kippering cod.

After smoking, the salmon goes by racked carts to the slicing room where first it is trimmed, boned and "chunked," and placed in 65-lb. stainless steel baskets, ready for the operators of the U. S. slicing machines. These are skillfully manipulated and especially adjusted in speed and size-of-slice to produce the artistically thin and appetizingly even slices which add to the eye appeal of the product in jars and cans.

In packing sliced smoked salmon in glass jars and cans only corn oil is used. The filling is done carefully by hand, no dump pack here; and the bottom of the can or jar is as attractive as is the top layer. Patapar separators are used bottom and top and between the layers of the canned product. *"Lascco"* "lox" is sold in American Can Co. ½-lb. tins and 1-lb. oval tins, 3-lb. and 6-lb. round tins and in glass container 8-oz. and 16-oz. jars. Smoked salmon is also sold as "sides" and as a by-product of trimmings, collars and tips.

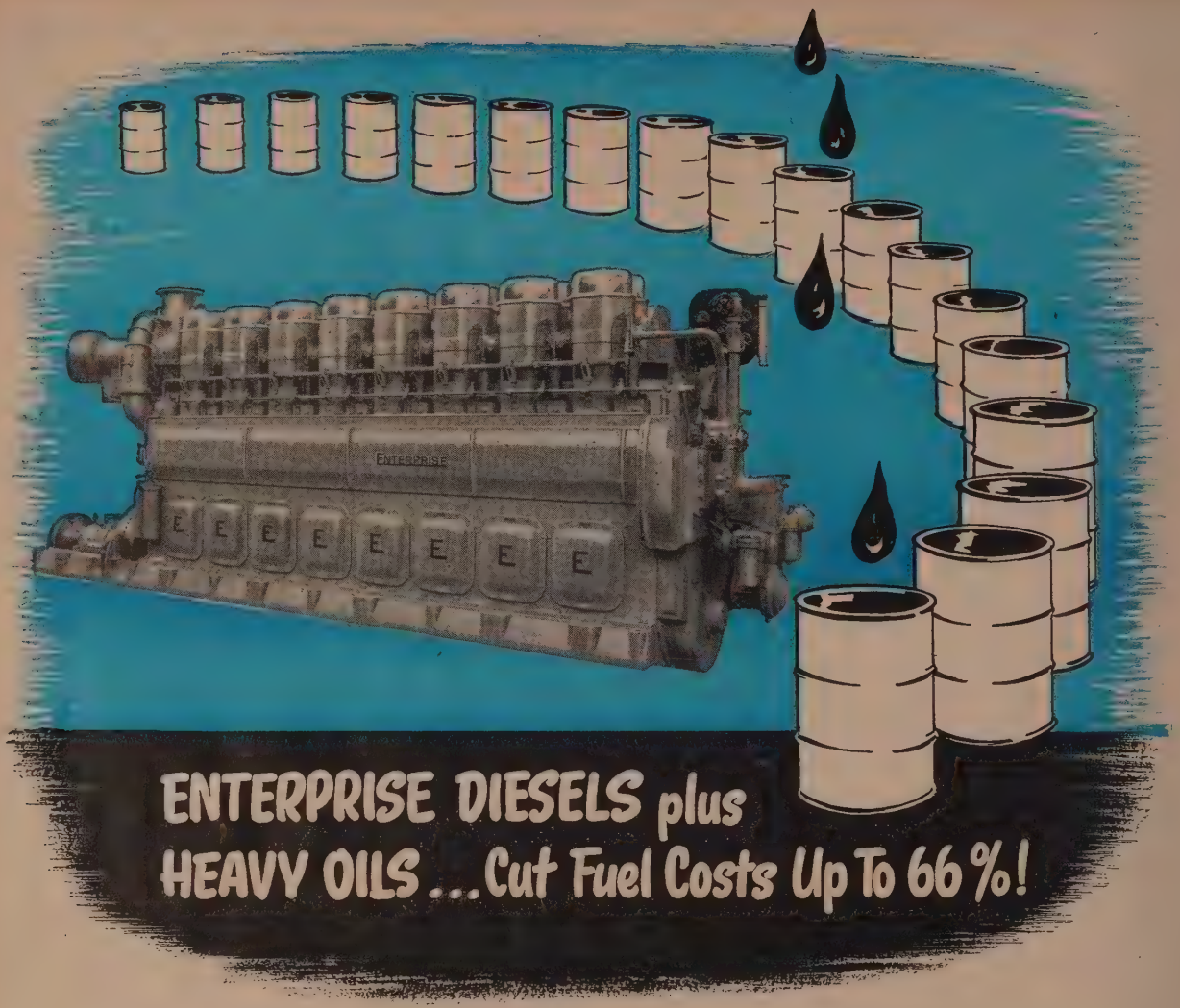
The *"Lascco"* plant today occupies more than 20,000 sq. ft. of floor and was engineered by Herman Vetter of the Vetter Engineering Co. It is located in a limited area and the building increase had to be made in one direction, therefore a perfect production flow was not possible. The latest building contains a 3,000 sq. ft. full basement fitted for cold storage and used as the fish curing room. The first floor containing 3,000 sq. ft. of floor area is used for the preparation of fish — where the salmon is split and prepared for curing.

The second floor, also containing 3,000 sq. ft. of floor area, is used for packing and packaging.

North of the new building a paved area containing 3,000 sq. ft. has been added to provide space for steam cleaning racks and for general storage.

"Lascco" Products Cater To American Taste

Over the years *"Lascco"* packaging of fish products has culminated in a high type of appeal, emphasizing color, the *"Lascco"* script-fish trademark, a thorough knowledge of the product to be sold and its customer psychology. Mr. Vitale believes that *"Lascco"* products, including a highly popular line of spiced fish and imported specialties, are bought on impulse, but by its tastiness and artistic appearance can develop a "fan" consumer trade. To increase the demand for their products the Vitale-Tarantino combination has over the years labored for a "blend" of flavors, for a product in which no one flavor predominates. They have developed a mild product, universal in appeal, a blend of American tastes based on formulas developed by various "old world" nationality groups. Spiced and Bismark herring, for example.



The ability of Enterprise Diesels to burn crude and residual fuels, provides operators with a broad selection of inexpensive fuels for highest performance at lowest cost. Wherever distillates are hard to get, or too costly, this fuel flexibility becomes a more important factor than ever. The simple addition of suitable fuel oil heaters and centrifuges is all that is necessary. No change is required in the basic fuel injection system, and Enterprise Diesels operate smoothly and efficiently on heavy fuels at *all* speeds and loads without fouling. For full information on the proper fuel selection, be sure to get in touch with Enterprise . . . and for smooth performance on low cost fuels, make your next diesel Enterprise.

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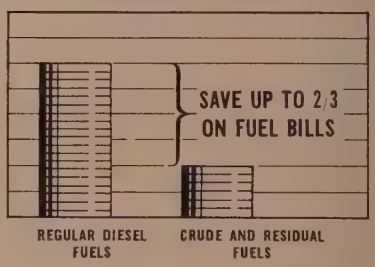


Enterprise MARINE Diesels

The Choice of Power Experts

ENTERPRISE ENGINE & MACHINERY CO.
A Subsidiary of General Metals Corporation
18th & Florida Streets, San Francisco 10, California
Offices in Principal Cities

Lascco sliced smoked salmon is hand-packed in American Can Co. lithographed tins. Corn oil is added, and Patapar vegetable parchment separators are placed between layers. Corn oil is added, and the tins are sealed on a Canco machine. Friction top round tins are used for sizes above 1-lb.

The development of self-service in grocery food stores during the past few years has given a terrific impetus to the sale of consumer packages of *"Lascco"* products. In the Los Angeles area alone the large Ralph and Mayfair chains maintain 50 self-service units which feature line, along with other specialty items. The development of self-service is coincidental with the refinements of *"Lascco's"* packaging, and today each product has its own color scheme. For example, on the can lids and glass jar caps for smoked salmon red, white and blue predominate.

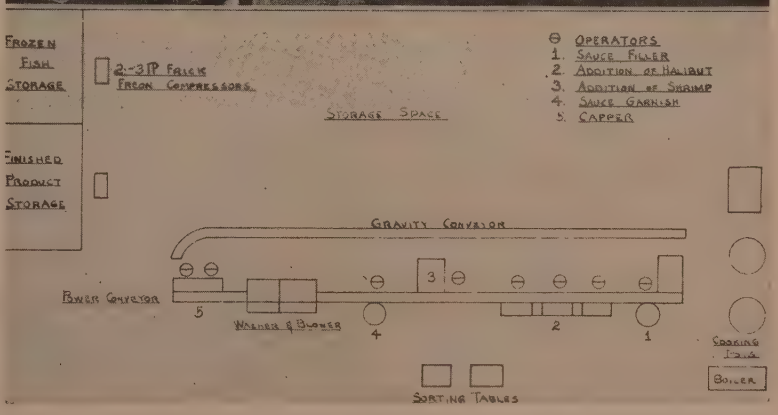
Printing the brand name and type of product on the cap, the contents of the jar itself are permitted to serve as the label. In refrigerated self-service cases the packages are usually seen from above by the shopper, which puts a premium on cover labeling.

Kippered sable fish (or barbecued cod) and salmon are wrapped as "cuts" in cellophane on which is lustro-printed by the Milprint company the red-lettered *"Lascco"* with blue and white background — "finest quality — fine fish delicacies."

Incidentally, some 12 to 15 cars of sable fish are processed each year by Mr. Vitale.

Shad from the Sacramento River is another appetizing, cured and smoked in much the same way as salmon, sold in chunks or sliced in 3-lb. tins.

Eighty per cent of *"Lascco's"* smoked salmon goes into the sliced product, the balance being sold in sides. *"Lascco"* smoked salmon in



Packing line for seafood cocktail, *Lascco's* newest product, at the Lu-Vac Products Co. plant at Santa Cruz. The Glass Containers, Inc., jars are filled as they pass along the conveyor to be packed finally in Fibreboard cases. Sketch by Ben Gage, *Lascco* engineer, shows plant arrangement and schedule of operations.

"She never misses!"

—NEITHER DOES CAPT. AXEL BUHOLM

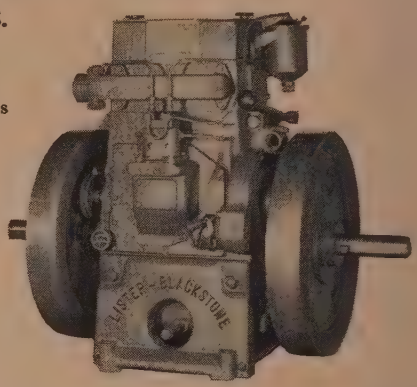
Look to leading fishermen like successful Capt. Axel Buholm, of Seattle, and you'll find them using Lister-Blackstones. Six years' service from this engine on the REGINA has sold Capt. Buholm, and Perry Buholm, her engineer. Capt. Buholm tells why: "I crank her by hand and she never misses; there's a minimum of upkeep—no loss of fishing time". THAT'S WHAT LEADERS LIKE ABOUT LISTER-BLACKSTONES!

REGINA, of Seattle, an active boat in the halibut, albacore and trawl fisheries. In photo above: left, Perry Buholm, Engineer; right, Axel Buholm, Skipper-Owner, of "Regina".

LISTER-BLACKSTONE 2 cyl., 16 h.p. Model CE, of the type used by "Regina" and countless other fishing boats.

BUY ENGINE SERVICE LIKE THIS! LOW PRICES GIVE YOU BIGGEST DIESEL DOLLAR VALUES. COMPREHENSIVE PARTS STOCKS, EXPERT, 'ROUND-THE-CLOCK, 'ROUND-ALL-COASTS DOCKSIDE SERVICE.

ASSURED DELIVERY. ORDER NOW. Propulsion and auxiliary units, 3 to 480 h.p. Write us your requirements. Address Dept. P.



Lister-Blackstone

LISTER-BLACKSTONE, Inc.
Factory, Sales & Service Headquarters
420 LEXINGTON AVENUE, NEW YORK 17, N. Y.
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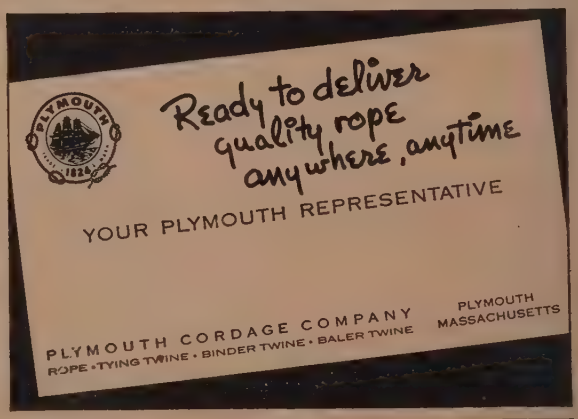
SINCE 1921 THE LASCCO LABEL HAS STOOD FOR THE FINEST QUALITY IN SMOKED AND SPICED FISH PRODUCTS.

QUOTATIONS INVITED ON ALL TOP QUALITY FISH PRODUCTS.

Los Angeles Smoking & Curing Co.

778 Kohler St. LOS ANGELES VA 0724



Consulting Engineer for Los Angeles Smoking & Curing Co.

VETTER ENGINEERING CO.

Industrial Consulting Engineers

HERMAN VETTER

4026 W. 22nd Place
Los Angeles 18, Calif.

cans — 1,000,000 pounds last year — is shipped by Trammell Trucking company's refrigerated trucks as far away as Pittsburg, Penn. Smoked salmon in jars is sold in the southern and western states.

Servicing L. A. Area

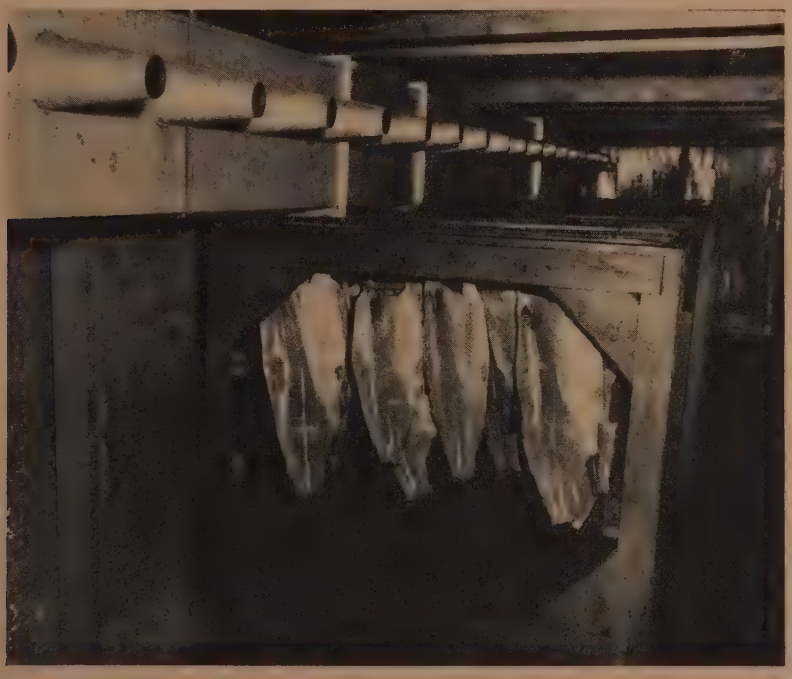
For the servicing of the Los Angeles area the company maintains a fleet of six stainless steel lined refrigerated trucks, all carrying out in color and design the distinctive *"Lascco"* label merchandising. The company's products are carried direct to the consumer via television shows on three stations in the Los Angeles area. Monty Margets, television actress and a former Seattle resident, "spots" the *"Lascco"* products in her home economics demonstrations and Ralph and Mayfair stores also feature *"Lascco"* products during their weekly programs.

Purity control over *"Lascco"* products is maintained by the use of a laboratory analysis service provided by Food Service Laboratories in Los Angeles in which moisture percentage, fat, acid and salt percentages are reported as well as the total bacteria per gram and yeast and mold per gram.

The very latest *"Lascco"* product is the Seafood Cocktail, packaged in glass jars, with a delicious sauce, combining shrimp and halibut in a delicious sauce. The new product is being packed for *"Lascco"* in 12, 6 and 2-oz. glass jars by the Lu-Vac Products Co., Vince Quatararo, manager, at Santa Cruz, Calif. The sauce is based on one developed in 1917 by the Bohemian Oyster & Cocktail Co., of San Francisco.

Louis Vitale, president of Los Angeles Smoking and Curing Co., appears on television with Monty Margets who spots *Lascco* products on weekly T.V. programs in the Los Angeles area. Modern merchandising is almost as much a part of the *Lascco* success story as is modern processing.

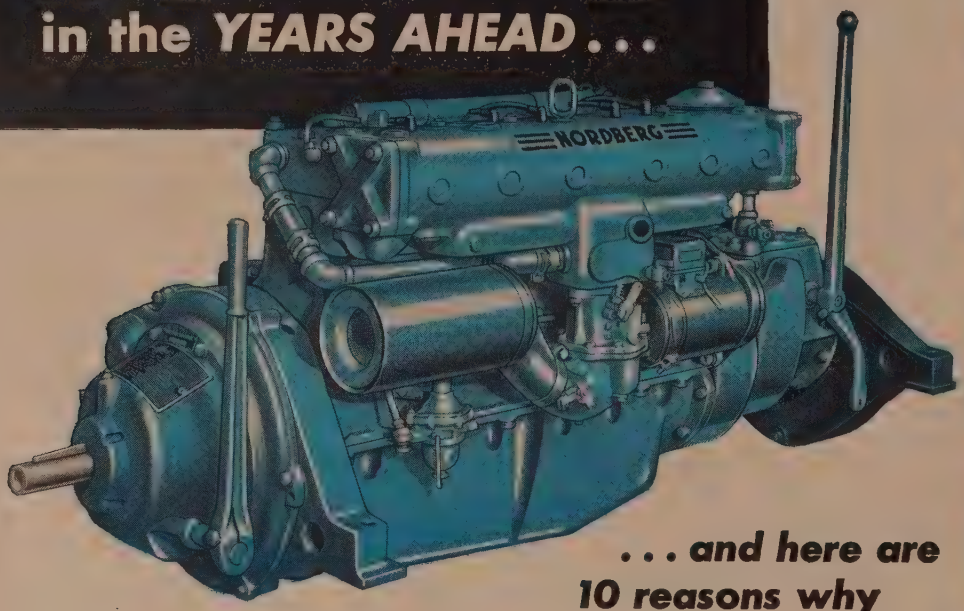
The key product—smoked salmon—is seen here in *Lascco's* drying room, where the surface is dried with humidity-controlled air from the vents shown before the racks of salmon sides are wheeled to the kilns for the smoke cure. Only fresh or frozen salmon are used in *Lascco* products.



Mr. Vitale also smokes Albacore and barracuda from California or Mexican waters. The former is a specialty on the United Airlines catering service. The Albacore is quartered lengthwise and smoked and can be sliced diagonally to produce firm sandwich-style slices.

The complete *"Lascco"* line includes wine snacks; sour cream herring fillets; old-fashioned fat fillets; spiced cut herring in wine; spiced herring, imported, gaffelbitar style; Bismark herring; rollmops; spiced anchovies, imported from Norway; English sardines; Nova Scotia marinated herring; sprats; pickled and kalas sill herring, imported; bloaters; smoked cod fillets; finnan haddie; smoked boneless herring; kippers; smoked eels; smoked whitefish from the Great Lakes; a complete line of salt cod and salt fish products; domestic and imported caviars.

Power NOW with NORDBERG
to assure steady profits in the YEARS AHEAD . . .



. . . and here are 10 reasons why

1—SEVEN MAIN BEARING CRANKSHAFTS . . . with Tocco-hardened journals in all models—assures long life, low maintenance.

*2—NEW WATER PUMP** . . . built to stand the gaff of the toughest marine service—gearless, single shaft design, easily repaired at low cost.

*3—WATER-PROOF IGNITION SYSTEM** . . . spark plugs and wiring protected against moisture for faster starting—no stalling in foul weather.

4—GEAR-DRIVEN GENERATOR . . . charges battery at engine speed, even while trolling—no belts or belt guards.

5—ALL-METAL MARINE FUEL PUMP . . . for greater safety—no glass bowl to crack.

6—JET-COOLED EXHAUST VALVE SEATS . . . design provides efficient water jet cooling of all exhaust valve seats—prolongs valve life and reduces maintenance.

*7—FULLY APPROVED AIR INTAKE** . . . specially designed marine air intake silencer and flame arrestor approved by B.M.I.N.—assures maximum safety.

8—BUILT-IN AUXILIARY DRIVE . . . 4-inch V-pulley drive is gear driven, engine lubricated—for extra pump, generator or compressor. (Optional on all models.)

9—THREE TYPES OF FRONT END POWER . . . your choice of 1-groove or 2-groove pulley, or Twin Disc clutch power take-off. (Optional on all models.)

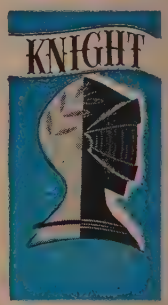
10—STA-NU-TRAL CLUTCH ON ALL MODELS . . . only Nordberg gives you this exclusive feature as standard equipment—stops propeller dead in the water, prevents torn nets and fouled wheels . . . improves maneuverability and safety . . . increases life of clutch parts.

**Optional extra equipment on BLUEFIN series — Standard equipment on all other models.*

80 hp

95 hp

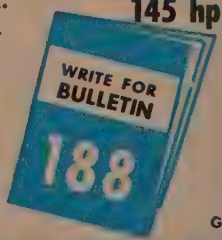
110 hp



145 hp

MORE and more reports from fish and work boat operators confirm the fact that you can really *depend* on Nordberg Gasoline Engines to deliver the kind of heavy-duty power it takes for successful, profitable commercial operation. The answer is simple, when you realize that these rugged engines are designed and built from stem to stern to stand the gaff of this tough service.

Built in four new and improved models, Nordberg Gasoline Marine Engines are available for direct drive or in standard reduction gear ratios. See your nearest distributor, or write for details.



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DIESEL and GASOLINE ENGINES

Perforated Liners for Tuna Baskets Save Fish and Time, Mess and Money

Perforated paper liners for the wire baskets in which tuna are pre-cooked before canning are rated by some successful Pacific tuna operators as among the truly important post-war developments in tuna packing technique.

They are rated important because they save fish, and save time; and because the saving of these two items adds up to savings in money.

The tuna basket liners observed in use during the 1950 season both in Southern California and on the Columbia River were manufactured by Dowman Products, Inc., Long Beach, Calif., and were distributed by Blake, Moffitt & Towne.

They are composed of heavy kraft paper which has been treated chemically in the process of manufacture to give above-normal strength when wet, and when subjected to high temperature in a steam atmosphere.

Basket liners are perforated to facilitate draining of the oil and juices expelled from the fish during the pre-cooking.

Jack L'Amie, veteran superintendent of the Columbia River Packers Association tuna cannery at Astoria, Ore., displaying one of the tuna basket liner sheets as he stands beside a rack of baskets in which the liners have been inserted prior to loading with tuna for pre-cooking.

How Liners Are Used

The basket liner sheets can be used only once. The sheets are placed in the baskets and pressed down before the fish are loaded. After the pre-cook, the baskets are inverted on tables, the sheets generally adhering to the fish. The papers are pulled away carefully in order not to tear the fish.

Principal points of saving in using the liners are reported by plant superintendents as follows:

1. Saving in fish. Adhering of the fish to the baskets is eliminated. Even more important, the "waffling" of the surface of the fish by the wires of the basket is largely eliminated. With the side of the fish pressed against the basket wire smooth, less is scraped away in removing the skin.

2. Saving in cleaning time. Women are able to prepare more fish for canning in a given time where the liners are used. The same factors which reduce loss of fish also save the cleaners' time.

A minor saving is also reported in labor required in cleaning the baskets between precooking operations, as the amount of fish and oil adhering to the metal of the baskets is greatly reduced.

Cost of Basket Liners

Columbia River operators report that the cost of the basket liners is a trifle more than 3c each, and that to this figure should be added about ½c in time spent applying the liners to the baskets.

All other operations in their use appear to be on the side of saving. For example, not only is less fish lost by adhering to the baskets, but the fish are removed from the baskets more quickly and easily where the liners are used.

Careful cost studies in some of the best-run canneries in the business have returned ready verdicts in favor of the liners as the source of worth-while savings in fish and time, mess and money.

Steveston Fish Basin Construction to Start

Start on construction of a $750,000 fish basin project at Steveston, at the mouth of the Fraser River and one of British Columbia's most active and important salmon processing centers, will be made this year.

The basin will be built on the north side of Steveston Island west of No. 2 Road, and Cannery Channel will be dredged and the silt used to build up the island to a 20-foot level above low water.

Main wharf of the basin will be more than 2000 feet long and eleven floats will extend into the channel to provide mooring space, thus relieving congestion that has prevailed for several years.

Port Wrangell Co. Succeeds Kester Firm

The Seldovia salmon packing firm of R. A. Kester & Associates was recently succeeded by a corporation, the Port Wrangell Packing Co., headed by O. L. Grimes, known as owner of the Grimes Packing Co. of Ouzinkie, Kodiak area. E. L. Grimes, his nephew, is secretary-treasurer and manager, while Mr. Kester is a member of the board of directors and superintendent.

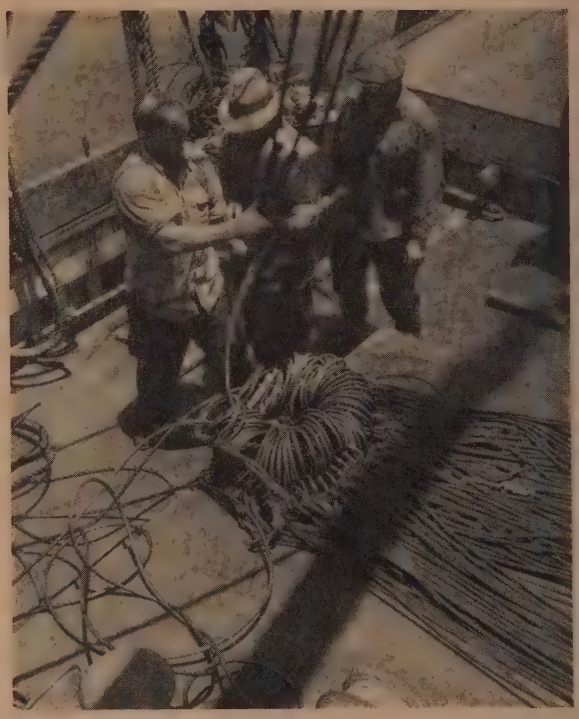
The new concern is moving the cannery—a 2½-lb. line installed last year on a government-surplus barge—from Cook Inlet to Port Wrangell, a small harbor just east of Shignik but included in the Chignik area, where a fairly substantial even-year run of Pinks and Chums is expected.

Chain "Leadlines" Enter Purse Seine Fishery Working Sardines and Tuna

Replacement of the traditional lead-line with galvanized anchor-type link chain was noted in the purse seine fleet of Southern California as it began the sardine season Oct. 1.

Hanging the chain to the selvage of the net is by the same method as that used with the usual lead line, using two half-hitches. The chain is generally 5/16", seven pounds to the fathom. Hanging the lead line to the purse line is by ¼" chain or ½" rope in which a spliced eye is lashed to the chain with twine The purse line runs through 5" link-and-9" purse ring, hung in the center of the bridle. The two eyes of the bridle are spaced on the chain approximately two fathoms apart. Five-sixteenth inch chain runs about 105 lbs. per 100 feet.

The chain's longer life, as compared to rope lead line, and a reduction in overall cost are the advantages, fishermen declare. To hang a net with chain may cost about $500, resulting in a long-run saving of 15 to 20%. Re-galvanizing is necessary about once in five years. Use of chain has of course eliminated the purchasing and replacement costs of leads—formerly 20 4-oz. closed seine leads were hung to one fathom of lead line.



Releasing block after the purse rings of a big seine have been brought aboard. Note the wire purse line in the left foreground.

Wire Purselines Gain

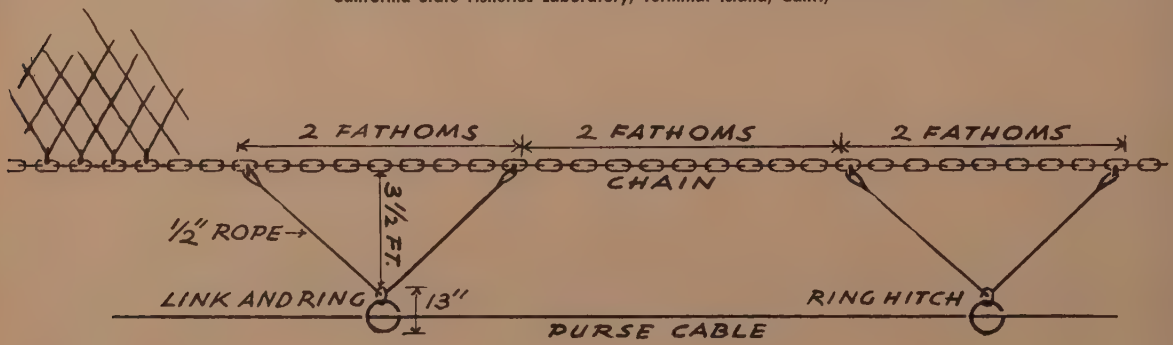
Another change in gear has taken place with the replacement of manila purseline by wire, a gradual process in Southern California since World War II. Wire purselines have been used in the northerly fisheries for many years. Five hundred dollars is the average cost of replacing a net's purseline with cable, usually 6-8 strands galvanized and treated for rust prevention. Cable grease is used to keep the wire rope pliant and flexible. Fishermen figure the life of a purseline wire rope to be about two years.

Through the Fishermen's Cooperative Association at San Pedro a new type of float has been designed and manufactured. This float, of hard sponge rubber, is football-shaped and has the equivalent buoyancy of from six to eight of the black floats or Spanish corks. The new float comes in hole sizes of ¾" and 1⅝".

Many Seine Skiffs Now Carry Power

Installation of gasoline engines in seine skiffs of the larger purse sein-

Sketch shows how chain is used as a substitute for leadline on some sardine and tuna seines. Selvage of web is secured to the chain with the usual two half-hitches, or sometimes by lashing. Purse rings and links are hung by means of rope bridles with eyes spliced at the ends. These eyes are lashed to the chain, and the bridle secured through the purse ring link by a ring hitch. (Drawing based on a sketch by W. L. Scofield, California State Fisheries Laboratory, Terminal Island, Calif.)



ers has accelerated during the past two years. Chrysler Crowns and Aces and Atlas Skippers have been used, many with takeoffs for operation of a winch for pursing the cork lines, resulting in labor-saving and faster net handling. Perhaps 40% of the purse seine fleet now fishes with powered skiffs. A typical modern and efficient engine and front power takeoff installation is that aboard the big tuna seiner *Sunbeam's* skiff: a Chrysler Crown, 3:1 reduction, Twin Disc gear. It seems customary to place the niggerhead or winch at the stern of the skiff, with chain or v-belt running from the front end of the engine to a 1½" shaft which is carried alongside the engine to drive the niggerhead.

The use of plywood in the construction of the net skiff was introduced in San Pedro during the 1950 sardine season, and three purse seiners are now carrying the lightweight craft: *Sea Ranger, Western Clipper,* and the *Sea Spray.* Reduction in weight and number of seams combined with strength of construction are proving assets to boat and crew.

Some 25 purse seiners out of San Pedro are now fishing with Northern seiner winches which replaces the older-style winch and three reels customarily used in purse seining in Southern California. Two reels are often mounted on top of the house and one on deck, or vice versa. Purse seiners recently acquiring the Northern unit include *Venus, Sea Scout, California, Liberator, Sea Breeze, Anthony M, Defiance, City of San Pedro, New Sea Rover, City of Stockton, Pioneer, Defense and El Padre.*

Increasing use of automatic pilots in mackerel and sardine fishing is also evident, with over half of the fleet so equipped during the past three years.

3 Shrimp Trawlers Launched at San Diego

National Steel Shipbuilding Company, San Diego, launched three 54′ steel shrimp trawlers for Cia. Productos Congelados, S. A., Guaymas on January 2. George Dew, vice president in charge of NS&S shipbuilding division acted as master of ceremonies. All three vessels are powered by 125-hp. Murphy diesels, Model 125 Marine, and with 3:1 Twin Disc reduction gears. These trawlers are part of an extensive new steel trawler building by NS&S for the same concern. The next series will be 44′ long and will be started in April, Mr. Dew said.

Chain "leadline" and bridled links and rings of a tuna seine on the deck at San Pedro.

Fishery Engineer Leaves Oceanic Research Staff

Donald H. Bates, who has served as fishery engineer for 15 months on the staff of the Pacific Oceanic Fishery Investigations, Honolulu, returned to the mainland just before Christmas, having resigned his position with POFI in anticipation of resuming Navy service.

Mr. Bates is a Portlander and a graduate of Stanford University. Prior to joining POFI made a tropical cruise on one of the Columbia River Packers Association tuna freezerships; and also served the Nakat Packing Corporation in its Alaska salmon operations.

He has made a number of contributions to Pacific Fisherman in articles and photographs.

Homer Spit Company Adds New Partner

William Deering of Homer, Alaska, has joined the Homer Spit Packing Co. as a partner; the other partners being Alfred Jones and Mrs. Jones of Vaughn, Wash. The company announces plans to pack all kinds of shellfish of the Cook Inlet district, in addition to salmon.

FAWS Adds Naval Architect for Alaska

Appointment of Joseph D. Brustar, a naval architect, to a position on the Alaska staff of the U. S. Fish and Wildlife Service was announced late in May. He will have charge of the Service Alaska vessels and their operation.

Five Jitney Seiners Added to Parks Fleet

Grandy Boat Company, Seattle, recently finished construction of five 34′ purse seiners for the Parks Canning Co., Uyak, Alaska, salmon canners. The boats are powered with Chrysler Royal marine engines and were designed by Ed Monk-Lorne Garden, Seattle naval architects.

Also recently completed is a 32′ Columbia River type gillnetter (bow picker) for Western Fisheries, Cordova, another Parks operation. This boat, also of Monk-Garden design, is powered with a Chrysler Royal.

350 Cars Frozen Shrimp From Mexico in 6 Months

Following first deliveries of bay shrimp for the 1950-51 season from Mexico's Pacific shrimp fishery, July 7 across the international border, to December 31, U. S. importers had received 12,400,000 lbs., or around 350 carloads. For the calendar year, January 1 to December 31, 1950, the fishery produced 23,000,000 lbs.

The latter was a new record in the 10-year history, but it was not likely to stand long, for the first half of the 1950-51 season, and open-water fishing only 10 weeks old, was producing in unprecedented volume.

After some softening of price during the early part of the season, quotations strengthened and were back to opening prices by January 1. Shrimp was moving everywhere and particularly along the eastern seaboard. Some shortage of "under-15" counts was developing, particularly in established brands.

for **brighter, tastier** Salmon Fillets use a PFIZER ASCORBIC ACID dip before freezing

Even the fillets and steaks of "fast-rusting" pink salmon can be protected against color and flavor loss with a Pfizer Ascorbic Acid dip. Treated this way, perishable frozen salmon, halibut, mackerel and tuna stay bright and tasty... command top prices.

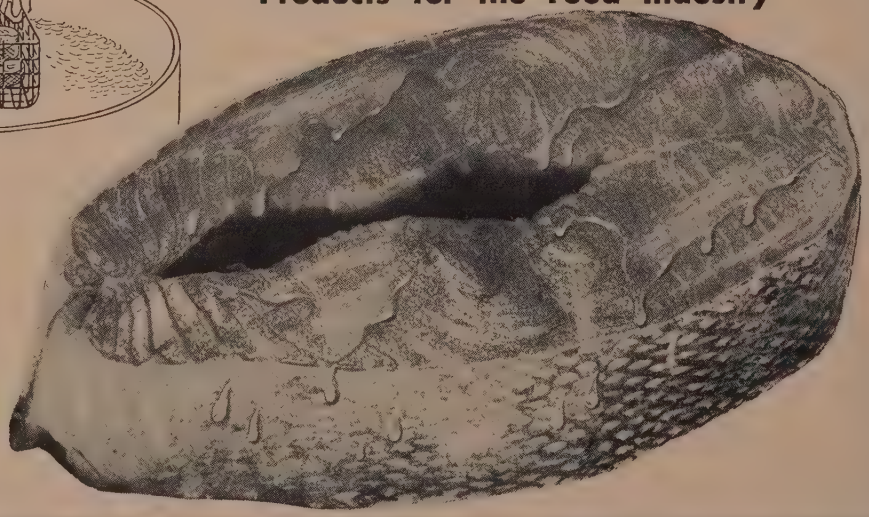
This vitamin-antioxidant is easy to incorporate in your normal processing procedure whether you use hand-dipping, brining tanks, half cylindrical tanks with paddlewheel or troughs with elevating belt. Fillets may be dipped briefly in an 0.5% to 2.0% solution. A reduced strength solution of 0.25% to 1.0% is suggested when a thickening agent is added to prolong contact. Even lower percentages of ascorbic acid are possible when citric acid is included in the dip.

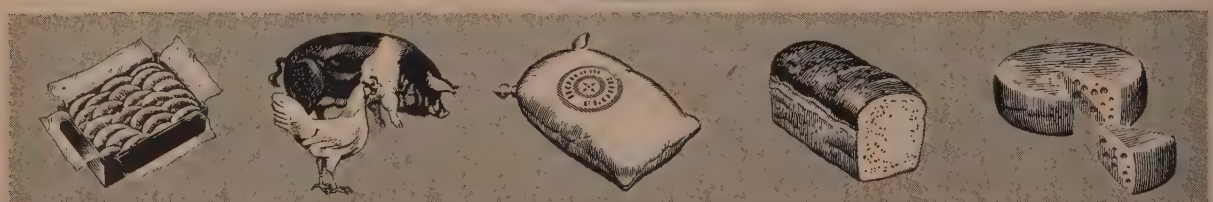
For top quality, always specify Pfizer Ascorbic Acid. This pure, crystalline product is widely used throughout the food industry to preserve frozen peaches and apples, and to fortify fresh fruit juices and certain new dairy products. For further information, samples and prices, just drop us a line.

Specify **PFIZER**

PFIZER QUALITY ®

Products for the Food Industry





For the Frozen Food Industry—Ascorbic Acid, Ascorbic-Citric Mixtures • For the Dairy Industry—Vitamin A, Sodium Citrate and Ascorbic Acid • For the Milling Industry—Bi-Cap Enrichment Concentrates • For the Baking Industry—Enrichment Wafers, Gluconic and Fumaric Acids • For the Feed Industry—Bi-Con Terramycin and Vitamin B_{12} Supplements, Riboflavin and Iodides.

CHAS. PFIZER & CO., INC., 630 FLUSHING AVE., BROOKLYN 6, N. Y.; 425 NORTH MICHIGAN AVE., CHICAGO 11, ILL.; 605 THIRD ST., SAN FRANCISCO 7, CALIF.

Salmon-Tuna Sales Firm Organized by Thrailkill

Organization of the Salmon and Tuna Sales Co. as a new canned fish distributing house was announced just at presstime for this issue by B. Lou Thrailkill, president. Offices have been opened at 314 American Building, Seattle 4, Wash.

Associated with Mr. Thrailkill, and vice president of the firm is H. Ray Clark.

Both men have been with F. A. Gosse Co., where Mr. Thrailkill has been vice president for the past five years.

Mr. Thrailkill has been intimately associated with the canned salmon business for many years. He was manager of the canned salmon department of Falkenburg Trading Co. for eight years; and in the sales department of the Continental Can Co. for 16 years before joining the Gosse company.

Mr. Clark for a number of years was in the Seattle office of the late A. Bunzen, and of Oxenberg Bros.; and served Independent Salmon Canneries, Inc., in its Alaskan operations before joining the Gosse firm.

Sunken Seiner Saved

El Padre, 81′ San Pedro sardine seiner, capsized during brailing and sank December 2 with 100 tons of pilchards aboard. Capt. Vince Fiamengo and crew were picked up by the seiner *Joseph Balestrieri.*

Pacific Towboat & Salvage Company dragged for and found the vessel in 150′ feet of water, salvaged her and towed her to Long Beach for determination of her future. This is the third seiner apparently lost during this sardine season, but by modern methods of salvage raised and brought her back into port. The others were the *Lucky Star* and *Western Clipper.*

Fortune Fisheries Moves

Fortune Fisheries, Inc., well known San Francisco factor in the sea foods business, has moved into a new building at 440 Battery st. The telephone remains the same — GArfield 1-1407.

The company now occupies ground floor space, with plenty of parking available. There is warehouse space, and executive and business offices are decorated in a most attractive manner.

Jack Williamson is president, and R. O. Cole, vice-president of the company, which handles a complete line of canned and fresh frozen fish and shell fish.

New Whale Killers For B. C.

Presaging expansion of its operations in 1951, Western Whaling Corporation, subsidiary of B. C. Packers, Ltd., has acquired two more steel killer boats in Europe. They will go into service in the North Pacific, operating out of Coal Harbor, Vancouver Island, next spring.

In announcing the deal, President John M. Buchanan told Pacific Fisherman that both the vessels have been active this year in the Antarctic, one for British owners and the other for Norwegians. They will be delivered in time to join *Bouvet II,* which the Western Whaling Corporation purchased last spring, for the beginning of the next season. Presumably a couple of the boats used by the company in 1950 will be retired in favor of the newly acquired craft.

The company will then be able to operate for the first time with a full array of vessels built specifically for whaling. Until *Bouvet II* was bought from Salveson & Co., Western Whaling Co. had been operating with improved packers and other vessels originally built and equipped for entirely different work.

Mr. Buchanan also announced that Doug Souter, who has been manager of Western Whaling Corporation since its inception nearly three years ago, has returned to the service of the parent company and will be manager of B. C. Packers northern operations, his territory extending from the central area of British Columbia to the Alaskan boundary. Mr. Souter's successor as whaling manager has not yet been chosen. In the meantime the operation comes under the general direction of R. E. Walker, vice-president and production manager of B. C. Packers, Ltd., and Dr. C. R. Elsey, technical director. Mr. Souter recently returned from an FAO herring conference at Bergen, Norway.

Whaling operations started earlier in 1950 than in the previous season and the catch was accordingly larger, although fewer sperm whales were taken because activity of the boats was concentrated closer to the shore station. Sperm whales generally frequent the waters off the Queen Charlotte Islands.

Finbacks were the species chiefly taken, 146 altogether. Other species: Humpbacks, 93; Sei, 28; Blue, 4; Sperm, 41. A total of 312, compared with the previous season's catch of 250.

Production of solubles was stepped up considerably at the Coal Harbor plant, the other products being meal and sperm, whale and liver oil. The Pacific Biological Station at Nanaimo and the Fisheries Experimental Station have been making tests with whale pituitary glands and pancreas with a view to developing highly concentrated medicinal products.

Klawock Tlingits Acquire Demmert Salmon Cannery

The Indian community of Klawock in January completed arrangements to take over the Demmert cannery there. It has been operated in recent years by Libby, McNeill and Libby under lease.

The Klawock Co-operative association purchased the plant.

The Klawock location is an historic one, for it was there that the first salmon cannery was established in Alaska in 1878, after a saltery had been operated at that point for a number of years.

The village is of prehistoric origin, having been a tribal center of the Tlingit people before the area was first visited by the Russians.

Klawock stream has yielded abundantly for many years and has been the main support of the native community.

Ole Gunderson, Veteran Trap Operator, Dies

Ole Gunderson of Wrangell, Alaska, a veteran salmon trap operator of Southeast Alaska, died recently at Wrangell at the age of 85. He had made his home in Wrangell since 1918, and had fished in Alaska since 1909.

Mr. Gunderson started fishing in this country on the Columbia River about 1900, and later was connected with the F. C. Barnes Co. on Willapa Harbor, where he owned his first salmon trap. He went to Wrangell with the Barnes interests in 1909 and had been a trap operator continuously since 1916.

He owned and operated his traps in later years in partnership with his sons, Fred and George Gunderson, the former superintendent of Independent Salmon Canneries, Inc.

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HAWAIIAN TUNA

Defense Controls May Affect Alaska Specially

Alaska salmon canners, in developing plans for 1951 operations, should give serious thought to the probability of far-reaching government controls affecting the industry.

So said W. C. Arnold, managing director of the Alaska Salmon Industry, Inc., addressing the Northwest Salmon Canners Association at its first fall meeting.

Conditions have changed radically during the summer, Mr. Arnold pointed out: being affected chiefly by the movement for national defense, which has sharply intensified the inflation and scarcities already beginning to appear. Packers should therefore be prepared for controls along many lines, as well as those bearing directly on their own activities—for allocation of many materials, manpower, transportation facilities, etc., with likelihood of special controls applied to travel and operation in Alaska.

Members of the industry should be prepared, he indicated, to accommodate themselves to these conditions and, where possible, to have the controls so developed as to avoid needless difficulty or hardship to salmon production.

The matter of a cooperative national advertising campaign on canned salmon was also discussed. A poll of the industry on this subject was taken last spring, but it was felt that a new poll should be taken, as packers' ideas may have been changed since then, in view of the light pack and other new conditions. Several present, however, spoke in favor of creating a cooperative advertising fund for use if or when the need of such promotion should arise.

Plan More Tuna Berths On San Diego Front

The long-awaited berthing area for San Diego's tuna clipper fleet may soon become a reality, although vessel owners were keeping their fingers crossed. Last month the harbor commission decided to build three finger piers at Grape and Harbor Drive, on the embarcadero.

Decision to construct only one was changed when Harold F. Cary, general manager, American Tunaboat Association, informed the commission "one pier would solve nothing." He stressed the fact that 28 new clippers will join the local fleet next year. Each pier is to be 500′ long, 24′ wide.

Canfisco's 113-Vessel Fleet Adds Two More Big Seiners

When the sister vessels *Cape Devon* and *Cape Dorset* slid down the ways of Sterling Shipyards in Vancouver, B. C., recently for Canadian Fishing Co., they became a part of what today is regarded as British Columbia's most valuable company-owned fishing fleet.

Altogether, Canadian Fishing Co. owns and operates 113 vessels, ranging from five to 70 tons, from 25′ speedboats to the 105′ *Cape Scott*, the latter converted from the original wartime design and equipment last year.

While the company has built several new and powerful craft during the past couple of years—*Cape Chacon* and *Cape Churchill* were launched in 1949—it has concentrated more on re-engining and otherwise improving obsolescent units and building up the average quality of its various existing boats rather than on new construction since the war.

However, the *Cape Devon* and *Cape Dorset* are fine new acquisitions and they are among the most powerful salmon seiners on the coast. *Cape Devon* is powered with a 278-hp. Buda diesel at 1300 rmp, and *Cape Dorset* with a 215-hp. "Caterpillar" diesel at 1235 rpm. Launched at the same time at Sterling Shipyards, and another twin so far as dimensions are concerned, was the *Sea Master*, for Frank Tomasich, which has a 278-hp. Buda diesel at 1300 rpm. The Budas were supplied by Simson-Maxwell, Ltd., and the "Caterpillar" by Finning Tractor & Equipment Co.

These three new vessels are of approximately the same dimensions as the *Cape Chacon* and *Cape Churchill*, launched by Sterling Shipyards last season. Overall length is 65′, with beam 75 feet 4 inches. In general construction they are of conventional design for salmon seining. It is in the power plant that they are exceptional.

The original design of the boats was the work of H. C. Hanson, Seattle naval architect, although the plans have been slightly modified.

Fish Delivery and Sales Center at Moss Landing

Opening of a one-stop marine service occurred recently at Moss Landing, Calif., harbor, when the Moss Landing Maritime Associates completed construction of full facilities near the harbor entrance in cooperation with the Union Oil Co.

The improvements consist of a fuel-float for dispensing gas, GM-type and amber diesel, and all grades of Union lubricants. An innovation is installation of a filtering system for diesel for removing water and other impurities, which has met with much favor.

An 80′ pier extending channelward alongside the fuel-float has been leased and is operated by the American Freezer Co., Monterey, who for their own account and as agents for Franco-Italian Packing Corporation, Terminal Island, and Columbia River Packers Association, Astoria, are equipped to buy fish and sea food products on a year 'round basis, and supply ice for the account of the Union Ice Co.

Shore-side is a marine supply and equipment store, carrying boatmen's and fishermen's supplies and equipment from Cincotta Bros. and other marine supply houses, including Woolsey paints, U. S. rubber boots and clothing, Towers neoprene clothing, Mustad and McMahon hooks and lures and many other items.

As agents for the U. S. Coast & Geodetic Survey a full line of Pacific Coast charts are available, as well as the newer forms of air-beacon and radio direction finding aids. The California Division of Fish and Game has appointed the organization license agent with authority to issue commercial and sportsmen's fishing and hunting licenses. A boat brokerage license from the State of California is also held.

Radio repair and new equipment is available at the location through George Evans of Communications Associates of Oakland, who has leased shop space alongside the marine store building.

Owners of the project are Don S. Wright, Derrill S. Kinnear and Kenneth S. Elmes of Santa Barbara, operations of a Union Oil marine station and boat rental and sales agency under the name of Santa Barbara Maritime Associates, and Donald L. Woodwoard, Moss Landing, who is manager of the enterprise.

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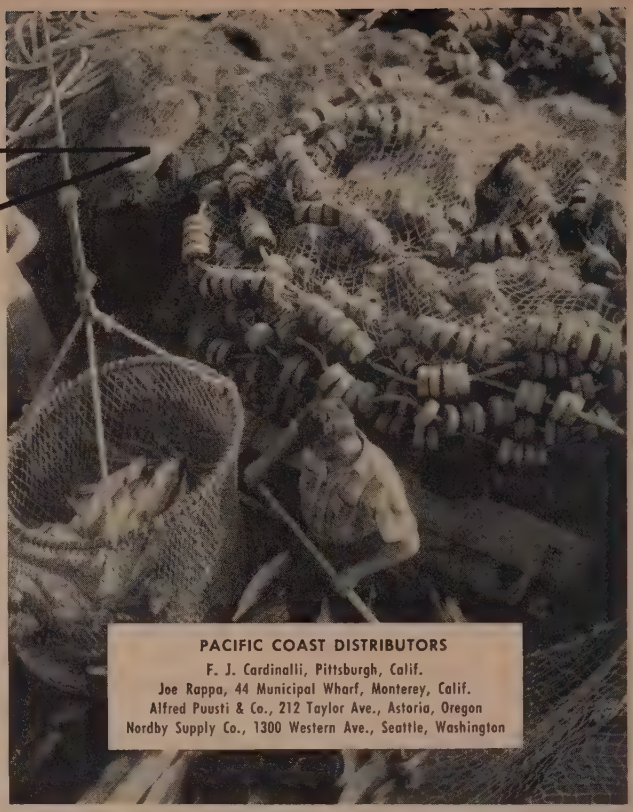

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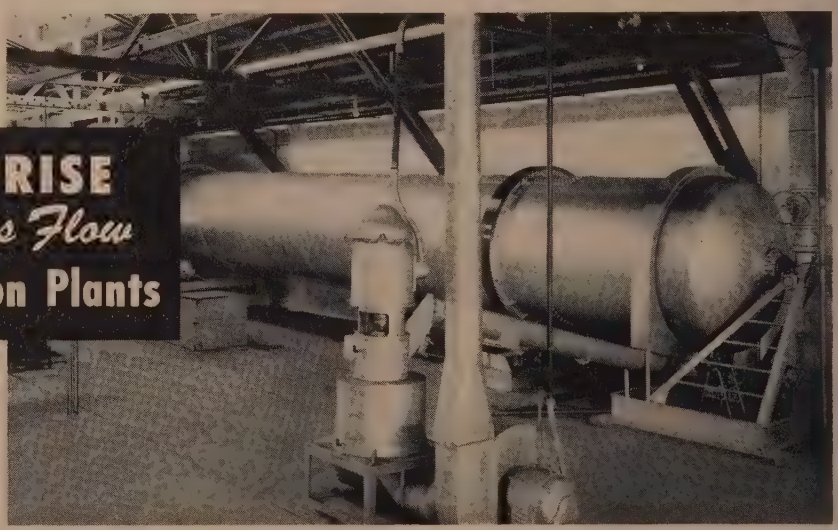

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FOOD FISH MARKETING

News and Views of National Trade in Fish and Shellfish

Southern California Canned Fish Prices

Quoted f.o.b. cannery at presstime.

TUNA

Advertised Brands:

White Meat, Fancy	$15.00 to $17.00*
White Meat, C&F	$14.50
Light Meat, Fancy	$15.25
Light Meat, C&F	$13.00
Light Meat, Standard	$12.50 to $13.00
Light Meat, Grated	$10.00 to $10.75

Private Label:

White Meat, Fancy	No Quotation
Light Meat, Fancy	$13.25 to $13.75
Light Meat, C&F	$11.00
Light Meat, Grated	$10.00

*Fluctuation of price due to reported "count and recount," and adv. rebate deals.

TUNA IMPORT:

Landed east coast, duty paid:

Japan:

White Meat, Fancy	$14.50
Light Meat (Skipjack), Fancy	$10.50

Peru:

Bonito, 48/½s	$ 8.50

MACKEREL:

Peru:

Pacific, tall/48	$ 6.00 to $ 6.25
Jack, talls/48	$ 4.50 to $ 5.00

SARDINES:

Domestic:

Talls, Nat., 48	$ 4.25
Ovals, To/48	$ 6.25

Export:

Talls, Nat/48	$ 4.05 to $ 4.25
Talls, To/48	$ 4.90 to $ 5.10
Ovals, To/48	$ 6.05 to $ 6.25

Chums About Only Salmon Left After Army Purchasing

Army Quartermaster purchasing of salmon just at the end of December was the principal subject of note in the salmon sales situation prior to presstime for this issue.

Uncle Sam found halves Red priced too high for him, and turned down all offerings of this item; but took all tall Reds and Cohoes offered, about 7,500 Reds and 18,700 Cohoes. In addition, tenders were accepted for about 62,500 cases of Cohoes halves 48.

January reports indicated that the Quartermaster would be seeking more salmon shortly, but that stocks of the sort sought were dwindling rapidly.

One important primary market sales house wrote as this issue went to press:

"It is quite evident that hereafter until new pack is ready early all the business done on canned salmon will be sales against unsold stocks of Chums now remaining on this coast. With all the trade centering on these Chums, it doesn't appear that they present any sales problem."

There were still a few scattered parcels of various grade in halves available, and generally at attractive prices. The two or three lots of Pinks remaining are firmly held for old customers, or to "sweeten" substantial purchases of Chums.

San Francisco Prices

Canned fish prices indicated, but not openly quoted, subject to pack, f.o.b., San Francisco, at presstime for this issue:

Package—	*Price*
SARDINE	
15-oz. tall, natural	$4.25
15-oz. tall, t/s	5.25
15-oz. oval, t/s or m/s	6.25
5-oz., nat., 100	5.65
5-oz., t/s, 100	6.15
8-oz., buffet, 48	4.00
8-oz., flat, 48	5.25

Mexican Pacific Shrimp Quotations

West Coast, January 15.

COUNT—	PER LB.
Under 15	70c
15-20	65c
21-25	60c
26-30	55c
31-42	49c
43-65	45c

1951 YEARBOOK — a MUST in Fish Selling

PACIFIC FISHERMAN YEARBOOK for 1951 will be distributed within a fortnight of this monthly issue.

Full details of the largest American production of tuna in history will be presented.

Never before has the full record of American tuna packing — California, Hawaii, Oregon and Washington — been published in any source.

In the PACIFIC FISHERMAN YEARBOOK for 1951 the entire tuna industry cooperates to present for the first time the full record of its production.

Tuna canning was not the only branch of the industry to burst its former record. California sardine packers in 1950 produced the largest volume of canned sardines in the history of their business.

The salmon industry, on the other hand, hit into disaster in 1950, with the smallest *pack* since 1921 and lowest *run* of salmon since 1911.

The YEARBOOK for 1951 measures up fully to the standards it has established in nearly 50 years of industrial publishing as a complete, accurate and attractive record of fishery production on the Pacific — current, and since the beginnings of the industry. The YEARBOOK for 1951 will possess in all respects the qualities which for many years have won for this annual publication the fisheries' appreciative title of "The Bible of the Industry."

An annual subscription to PACIFIC FISHERMAN at $3 brings the YEARBOOK without extra charge — or single copies may be purchased at $2 each. Orders for single copies should be placed immediately, as the edition is limited largely to regular subscribers.

California Canning and Sales Firms Will Have Many at the Conventions

Many California producers and sellers of canned fish were preparing, as this issue went to press, for their trips to Chicago to attend the annual conventions of the National Canners Association and National Food Brokers Association.

Among those planning to make the trip from the great Terminal Island center on Los Angeles Harbor were the following, all of whom will make their headquarters at the Stevens Hotel:

California Marine Curing & Packing Co.—Max J. Gorby and Jack Dinerstein.

Franco-Italian Packing Co.—Henry W. Abts, Jr.

French Sardine Co.—Joseph J. Bogdanovich, N. F. Trutanich, Donald P. Loker, Jerry G. Scharer, Walter Brewer, Yube Ostoich, Julie Bescos, Tom Virgil and George Tripp.

Pan-Pacific Fisheries, Inc.—Gerald Cigliano.

Southern California Fish Corporation—H. P. Christian, Larry W. Holland and Jack D. Marshall

South Coast Fisheries, Inc.—James DeSilva.

Terminal Island Seafoods, Ltd.,—Herbert C. Davis and G. H. Clark.

Van Camp Sea Food Co.—R. P. Harper, W. H. Grinnan, Clarence Harris, Lewis Brown, Malcolm Goldie, Dr. Ernest Geiger and Gordon Curtis.

From other points in the Los Angeles Harbor district, also all with headquarters at the Stevens: *Coast Fishing Co.,* Wilmington, will be represented by R. P. Kemmerer, R. E. Hilts, W. K. Davidson and W. S. Hornstein.

Seaside Fisheries Co.—Harry H. Steele.

South Pacific Canning Co.—Mel D. Marsh and Walter Forbes.

West Coast Packing Corporation—Al Vignola, Jr., S. T. Bradbury and M. O. Covington.

California Tuna Canning Co., San Diego, will be represented by Earl M. Nielsen, R. J. Rohrbach and C. A. Holliday.

Westgate-Sun Harbor Co., also at San Diego, is sending quite a delegation, including W. Wade Ambrose, president; K. J. Berglund and James B. Lane, vice-presidents; Andrew Sanfilippo, production manager; Harold Requa, Jr., advertising director; Robert Chapman, chief accountant; and Walter Gibb, Jack Buchanan, Larry Kaner, Hobart M. Hind and Wesley D. Palmer of the sales department.

Among the Los Angeles sales agents and others represented will be:

A. W. Adams Co.—A. W. Adams; Stevens.

J. R. Barry Co.—James R. Barry and H. A. Garbonati; Stevens.

Brown Brokerage Co.—Fred Brown and R. L. Moore; Stevens.

A. Carlisle Co., R. E. Burkett Division (lithograph)—Russ E. Burkett, Sr.; Stevens.

Halfhill Co., Inc.—H. J. Halfhill, Jr., and T. A. Halfhill; Sherman Hotel.

Koulouris & Casaretto—Aldo Casaretto; Edgewater Beach Hotel.

Parrott & Co.—Emory Saddler; Stevens (with G. Cigliano of Pan-Pacific Fisheries).

William Massie Brokerage Co.—William Massie.

Western Lithograph Co.—Paul Zander and C. B. Atterbury.

Northern California Group

In the crowd from San Francisco will be:

California Packing Corporation, represented by Roy L. Pratt, president; Irving H. Granicher, vice-president and general sales director; O. E. Seegelken, assistant general sales director; Roy G. Lucks, vice-president in charge of Pacific canned foods production; Wilmot Rogers, promotion director, and Myron Close, assistant promotion director; Everett Runyon, sales promotion manager; M. G. Patterson, J. H. Allen and A. J. Stauber, regional sales managers; Dale Mason, a product sales manager; L. S. Argall, eastern production manager, and Don T. Saxby, manager of fish production. Calpak headquarters will be at 505-A, Stevens.

F. E. Booth Co., Inc.—A. H. Mendonca, Al Desmond and Gordon Campbell; Stevens.

Collins Bros.—L. E. Collins, Clark A. Collins and Dan Woolf, Jr.; Stevens.

Durand Hart & Co.—Derand Hart and J. H. Maddan; Stevens.

Funsten & Co.—Bert O'Connor, Stevens.

H. A. Irving Co.—Phelps Hollywood and Will Ernst, Stevens.

Parrott & Co.—S. E. Burkenroad, Harry Pettit and Ambler Klein, accompanied by Emory Saddler of their Los Angeles office and G. Cigliano of Pan-Pacific Fisheries, at the Stevens.

Wilbur-Ellis Co.—Dick Barger, making his Stevens headquarters with Henry Branstetter, Carl Wolff and Emmett Purcell of the New York office.

Oxnard Canners, Inc., Monterey, will be represented by Sal A. Ferrante, who will accompany the Collins Bros. delegation.

Hawaiian Tuna Packers, Inc., Honolulu, will be represented by Brewster Broadwell and George Swearingen, at the Stevens.

Both of the leading can companies will, of course, be strongly represented.

It is expected that the American Can Co. group from the Pacific Coast will include A. C. Staley, Jr., manager of sales, and J. F. Madison, assistant manager of sales for the Pacific Coast; G. S. Spence and R. C. Stolk, sales division managers; R. K. Carson, district manager for Northern California, all from San Francisco; Alexander Black, district sales manager for Southern California, from Los Angeles; L. D. Jenkins, Ken Norris, and perhaps others from the Seattle office.

The Continental Can Co. delegation will include a number well known to the Pacific fish canners. The entire group will comprise L. D. Clay, H. M. Blinn, J. E. Baldwin, A. M. Cameron, W. M. Cameron, C. C. Conway, H. A. Eggerss, P. E. Fagan, T. C. Fogarty, F. I. Gill, Sherlock McKewen, W. P. Murray, G. H. Muth, C. B. Nichols, P. E. Pearson, R. L. Perin, H. A. Rapelye, J. S. Snelham, F. A. Whittall and P. P. Wojtul. This company will have a convenient and comfortable lounge for the use of visiting delegates at its booth, No. 109, in the Stevens Hotel.

Salmon Packers and Salmon Sellers Will be at the Chicago Conventions

Canned fish sales agencies of the Pacific Northwest will, as usual, be well represented at the Chicago conventions of the National Canners Association and the National Food Brokers Association, Feb. 18 to 24. Not many of the packers themselves have planned to attend, however; and the only official representative of any salmon canners' organization will be O. E. Shostrom, chemist of the Northwest Branch, National Canners Association.

Among the salmon and tuna canners expected to be present is C. L. Rogers, head of the *Point Adams Packing Co.*, Hammond, Ore., who, as a member of the Association's directorate, will give much of his attention to organization matters, in addition to meeting his company's customers and representatives. He will be at the Stevens Hotel.

Nick Bez, chairman of the board of *Columbia River Packers Association, Inc.*, president of P. E. Harris Co., Inc., and a principal in the *Intercoastal Packing Co., Peninsula Packers* and *Todd Packing Co.*, will accompany the Harris sales delegation at the Stevens. *Columbia River Packers Association, Inc.*, Astoria, will be directly represented by T. F. Sandoz, president, and J. D. Hendrickson, a vice-president, with, several from the sales department, at 706-A, Stevens.

Lawrence Calvert, president, and William Calvert, a vice-president of the *San Juan Fishing & Packing Co.*, Seattle, and active in the *Egegik, Intercoastal, Peninsula, Todd* and *Uganik* packing companies, will accompany their selling agent, Walt Shiel, at the Ambassador East.

A. W. (Win) Brindle, senior partner of the *Red Salmon Co.* and head of the *Wards Cove Packing Co.*, Seattle, will attend with his sales manager, Emery Stanley, at the Stevens; and his brother and partner, H. A. Brindle, may go with them.

Other canners who planned to attend are Fred W. Buhrman, head of *Farwest Fishermen, Inc.*, Anacortes, and vice-president of the *Farwest Wrangell Co.*, accompanied by his son, F. William Buhrman, at the Stevens; Guy P. Halferty, Sr., of *G. P. Halferty & Co.*, Seattle, with his sales delegation at 2300 Stevens; Charles D. Alhadeff, head of the *Whiz Fish Products Co.*, Seattle, with Robert E. Silver, sales manager, at 830-A, Stevens.

C. J. Sebastian, *Sebastian-Stuart Fish Co.*, Seattle, had planned to attend, but was in some doubt at presstime; and L. G. Wingard of the *L. G. Wingard Packing Co.*, Seattle, said he might go.

Representation of the sales agencies and packers' sales departments, according to plans announced in mid-January, will be as follows:

Anderson & Miskin, Ltd., Seattle, will be represented by Maurice Rattray, president.

H. G. Bauer Co., Seattle—Harold G. Bauer, Ambassador East; to make some calls on way home.

H. Bell-Irving & Co., Ltd., Vancouver, B. C. (Representing *Fidalgo Island Packing Co.*) — Col. Richard Bell-Irving; Hotel Congress; afterwards intends to visit several market centers in the eastern United States and Canada.

COLUMBIA RIVER PACKERS ASSOCIATION, INC., ASTORIA, OREGON

Columbia River Packers Association, Inc., Astoria—Fred S. Sandoz, sales manager; John S. McGowan and H. Wm. Larson of the sales department, accompanying T. F. Sandoz and J. D. Hendrickson, president and vice-president of the company; 706-A, Stevens.

Dehn & Co., Inc., Seattle — Karl and Alan Dehn, Palmer House; to make some calls, both going and returning.

Deming & Gould Company, Bellingham, Wash. — Howard L. Scott, president; G. R. (Bob) Squires and P. T. (Phil) Campbell; will have headquarters at the Palmer House. The three will make a number of calls en route to and from the conventions.

Everitt & Co. and *J. H. Whitney Co.*, Seattle — William Everitt and Joe Whitney will drive to Chicago together, leaving about Feb. 14 and making some calls en route both ways; probably at the Stevens.

Gavin Bros., Inc., Seattle—T. Jay Gavin and Neill (H. O'Neill) Gavin, with Miss Virginia Buxbaum, secretary; Palmer House.

F. A. Gosse Co., Seattle—Fred A. Gosse and B. Lou Thrailkill, Palmer House; Fred will start early and visit a number of markets.

G. P. Halferty & Co., Seattle—R. L. Herrick and Claud Angstead of sales department, 2300 Stevens; probably accompanied by G. P. Halferty, president, and Harold Horchover, vice-president.

Hamlin-Halferty Seafoods, Inc., Seattle—Guy P. Halferty, Jr., president, and possibly C. H. Anderson, vice-president; probably at the Harrison.

P. E. Harris Co., Inc., Seattle—E. O. (Buck) Paup, vice-president in charge of sales; Nick Bez, president; Bob Graham, traffic manager; Miss Edith Montan as secretary, and probably Capt. Don S. Davis, vice-president in charge of production, at the Stevens; Mr. Paup to start ten days ahead and make some calls en route.

George A. Jensen Co., Seattle — George A. Jensen, Sr., and probably A. H. McLean; headquarters not announced.

Junge-McGregor Co., Seattle—R. D. Junge of Seattle; H. M. Shipley of the Spokane office and Berle C. Stuessi of the Portland office; Palmer House; to visit trade in California on way east.

Kelley-Clarke Co., Seattle—Walter C. Meredith, assistant sales manager, and C. William Frankland; Palmer House; both to call on a number of markets afterward.

McGovern & McGovern, Seattle—E. B. (Burt) and Arthur McGovern with L. A. Petersen, sales manager; Palmer House; to start about Feb. 1, visit a number of markets en route, and travel extensively before returning about March 1.

New England Fish Co., Seattle—R. Starr Farish, sales manager, and William S. Gilbert; 1719-A Stevens; to make separate trade tours after the convention, returning in time for the Canned Salmon Cutting March 8-9.

North Pacific Seafoods, Seattle—(representing *Western Fisheries Co., Parks Canning Co.*, and other Parks interests)—Robert S. Ennis, Jr.; 1535-A, Stevens; to leave early and make a six-weeks' tour, mostly of the Atlantic states, afterward.

Oceanic Sales Co., Seattle—J. E. Salmon, president; F. Leo White, vice-president, and James Stephens, sales representative; 1823-A, Stevens; to arrive Chicago Feb. 16, and probably visit a number of markets afterward.

Frank B. Peterson Co., Seattle (sales department of *Red Salmon Canning Co.*)—Emery Stanley, sales manager, accompanying A. W. Brindle, president; Stevens Hotel.

Puget Sound Brokerage Co., Seattle (representing *Annette Islands Canning Co.*)—J. Harrison Matchett; 2032 Stevens.

Reno-Johnson-Sjoblom, Inc., Seattle—Karl V. Sjoblom, president, and Forrest H. Johnson, sales manager; Morrison Hotel; to cover the entire country afterward, Mr. Sjoblom traveling through the eastern states and Mr. Johnson through the west.

Walter P. Shiel & Co., Seattle—W. P. Shiel, accompanying the Calverts of the San Juan Fishing & Packing Co.; Ambassador East; no definite traveling plans, but will probably visit many markets afterward.

Skinner & Eddy Corporation, Inc., Seattle—H. A. (Dixie) Fleager, vice-president and sales manager, and Jack Daly; 623-A Stevens; Mr. Fleager left in mid-January to visit Chicago, Boston and New York and return to the convention; later to get a new car at Detroit and remain on the road until April, calling on his friends mostly in the Southeastern region.

Union Fishermen's Cooperative Packing Co., Astoria—Edward Poysky, sales manager; 2016 Stevens.

Ivar Wendt, Seattle—Mr. Wendt; 2226 Stevens; plans a few calls en route.

Weyand & Co., Seattle—Budd T. Weyand; Stevens; plans some calls on the trade, especially in the Southeastern district.

Whitney & Co. and *Carl Rubinstein Co.*, Seattle—Sam Rubinstein, president, and E. Guy Wilson, vice-president and sales manager; 914 Stevens; Sam left in mid-January for a visit to Arizona, and will proceed to Chicago from there. Mr. Wilson expects to make some calls on the trade on his way home.

J. H. Whitney Co., Seattle—J. H. Whitney; expects to be at the Stevens.

Whiz Fish Products Co., Seattle—Robert E. Silver, sales manager, with Charles D. Alhadeff, president; 830-A, Stevens.

Vancouver Canned Salmon Quotations

Openly quoted general commercial prices charged by packers to the wholesale trade, Canadian funds, f.o.b., Vancouver. The prices apply to domestic as well as export business.

VARIETY	PER CASE
Sockeye—	
Talls	$31.50
Halves	33.00
Quarters	19.00
Coho—	
Talls	23.50
Halves	27.50
Quarters	15.00
Pinks—	
Talls	16.50
Halves	20.00
Quarters	12.00
Chums—	
Talls	15.00
Halves	16.50

Prices of British Columbia Sockeye, Coho and Pinks are purely nominal, as these grades are virtually unobtainable.

In fact, Sockeye and Coho may be safely regarded as completely sold out, and if these grades were obtainable they would command a premium of at least $2 per case above the prices quoted.

Pinks, such as are available, are being purchased at a premium.

SEATTLE PRICES

Prices openly quoted at presstime, f.o.b., Puget Sound terminals.

Salmon—	
Alaska Red, 48/1 tall	$31.00
Alaska Red, 48/2	$19.50-20.00
Alaska Coho, 48/1 tall	$26.50-28.00
Alaska Coho, 48/2	$15.50-16.50
Alaska Pink, 48/1 tall	$24.00*
Alaska Pink, 48/2	$15.50*
Alaska Chum, 48/1 tall	$20.00
Sub-Average Chum	$19.00
Puget Sockeye, 48/2 h.f.	$21.00
Puget Sockeye, 48/2 m.f.	$20.00
Puget Sockeye, 48/4	$12.00
Puget Coho, 48/2 h.f.	$16.00-16.50
Puget Coho, 48/2 m.f.	$15.00
Columbia Chinook, fcy.	$22.00*
Ditto, choice, 48/2	$17.00
Ditto, standard, 48/2	$14.00
Tuna—	
Albacore, fancy, 48/2	$15.00-16.50
Albacore, flakes, 48/2	$11.50-12.00
Blended flakes, 48/2	$ 9.50-10.50
Crab—	
Pacific, 48/2	$28.00
Clams—	
Razor, 48/2	$14.85
Oysters—	
Pacific, 48/2	$17.00
Pacific, 48 buffet	$18.00
Pacific, 48 E.O.	$20.00
Pacific, 48 tall	$28.00

Frozen Fish— *In carloads, f.o.b., Seattle*	*per lb.*
Halibut, large	33c
Halibut, medium	33c
Halibut, chickens	30c
Salmon, King, lg. red	49c
Salmon, King, sm. red	44c
Salmon, Silver	42c

*Nominal quotations. No spot offerings.

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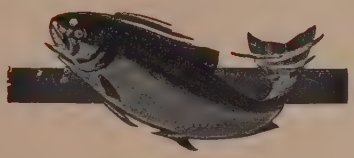

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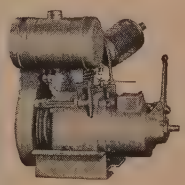
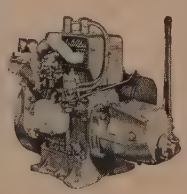
See your Wisconsin Engine dealer for a showing! 4 models, 4-cycle single-cylinder & 2-cylinder types, 4 to 13 hp.

Write for bulletin S-116.

4 & 5.8 hp. models with reverse gear.



7½ hp. model with reverse gear.



13 hp. model with reverse gear.

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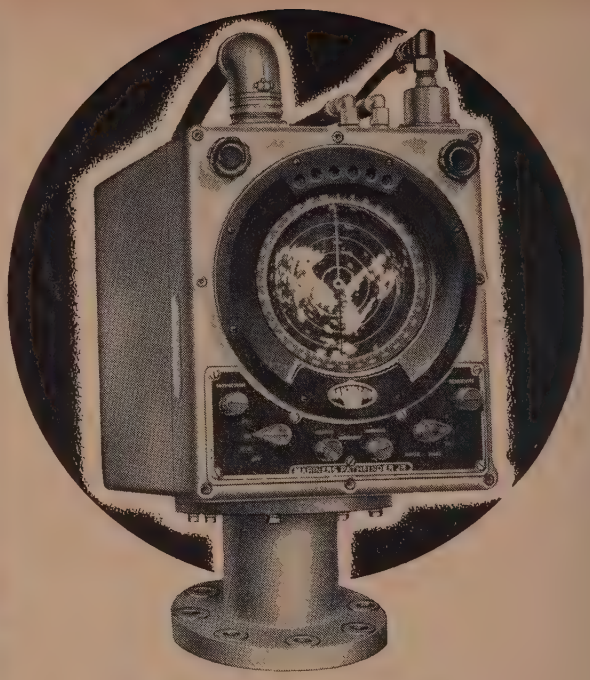

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Echo Sounders Identify Species

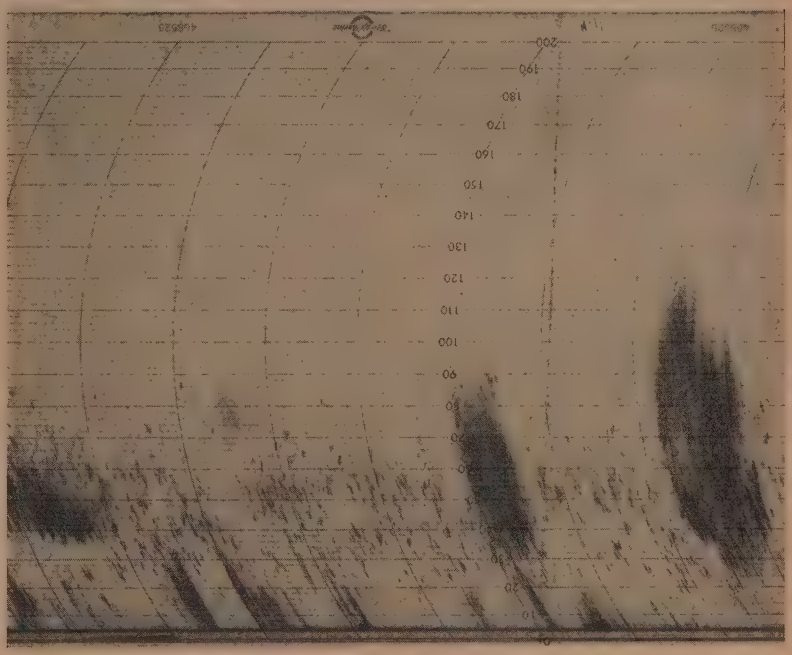
Identification of the species of fish comprising schools detected well below the surface by echo sounders is quite practicable where the markings produced by the different species on the recording tape are studied and compared.

So say experienced Southern California sardine and mackerel seiners, who have found that they can distinguish between the echo records from schools of sardines, mackerel and anchovies, and that this can be done with marked accuracy.

As a matter of fact, fishermen using the indicating rather than the record type of sounder say that they are able to tell from the flash the kind of fish from which it is reproduced. (Such distinction cannot of course be demonstrated as is done on the recording types reproduced herewith.)

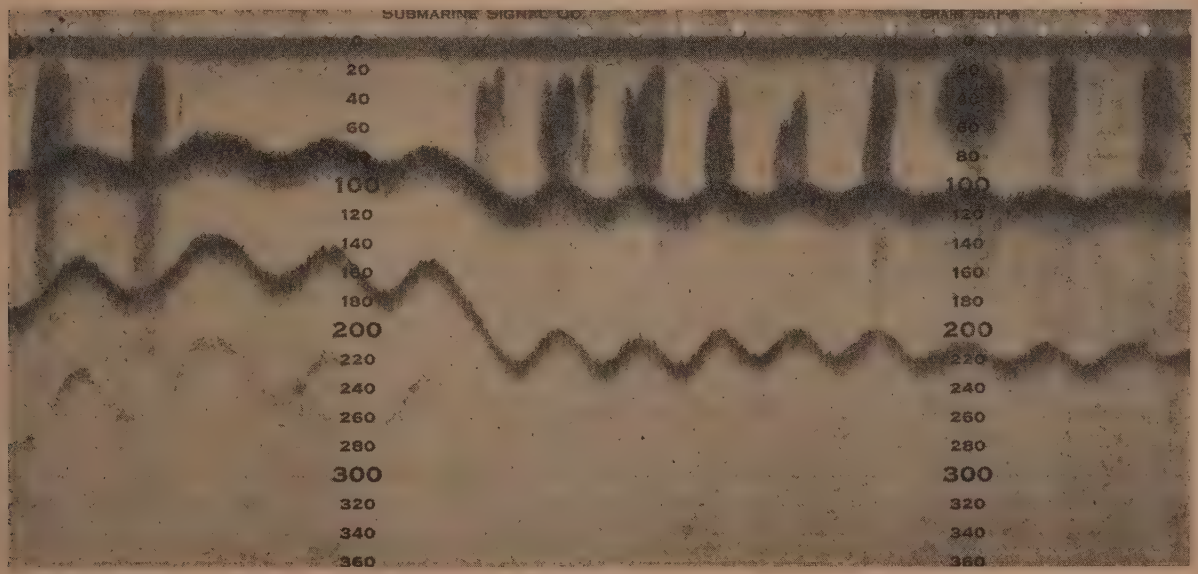
In the case of an indicating sounder, echoes from a school of sardines in an indicator type depth recorder are shown in a solid, wide flash of light. On a tape, mackerel traces seem to be striated with a peculiar ribbed appearance. Anchovies are said to produce echoes that are indicated by comparatively weak and broken flashes.

Use of the echo sounder in sardine fishing has made it possible for



To the San Pedro purse seine skipper whose depth recorder produced this tape indications were that his vessel was passing over mixed sardines and mackerel—the scattered mackerel perhaps feeding on the smallest fish of the schooled sardines, which registered on the tape as the solid smudges. The mackerel shown in small spot indications. In this tape the recording is in feet and the sardines were centered between 30 and 100′ in depth. As the water exceeded 200′, the bottom contour is not shown.

This recording (in feet) was made as the fishing vessel circled a school of sardines, preparing to haul. The depth of the water varies from about 70′ down to 100′ and the school of sardines varies in depth from about five fathoms down to practically 100′. Note that the gain control of the machine has been advanced to the point where a multiple or second echo, or twice the depth, is visible, also in some places a third multiple is faintly visible. The tape indicates that the vessel has found a good-sized school of sardines



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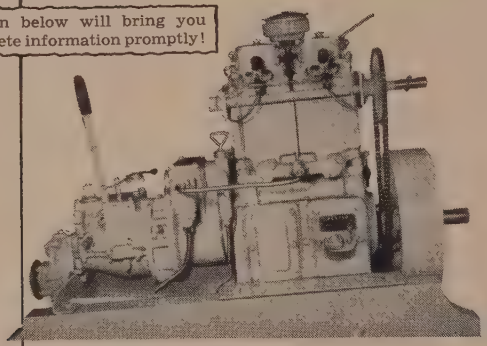

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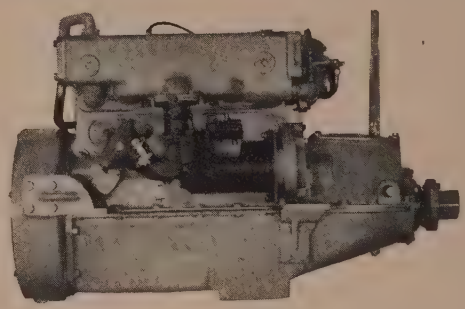

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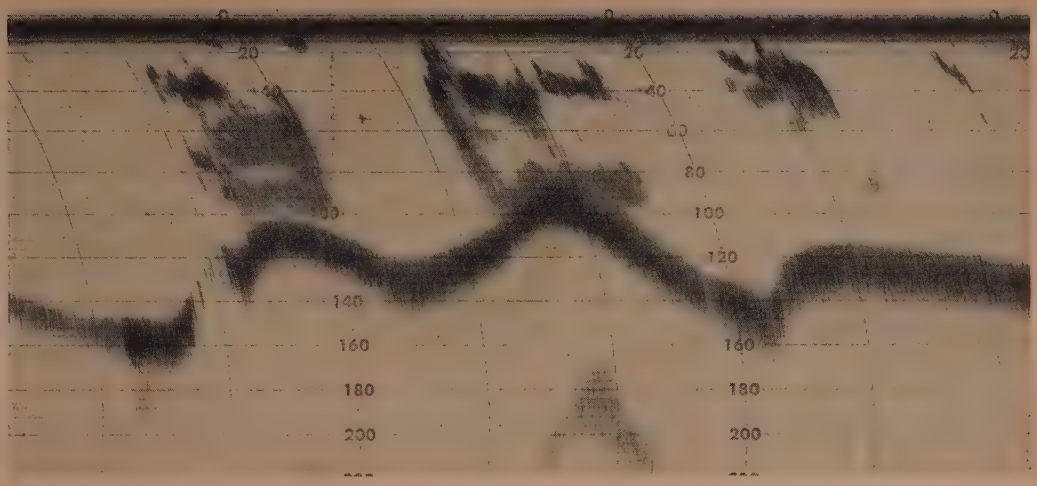

This Bendix Recording was made on a foot scale in shallow water. Note the difference in the degree of intensity between the fish near the surface (sardines are customarily nearer the surface than are mackerel) and those closer to the bottom. Evidently the darker markings were made by reflections from sardines and the lighter ones from mackerel.

boats to fish in daylight hours rather than to rely entirely on the older method of locating schools at night by means of the phosphorescent traces caused by the motion of fish in the water. Retention of the layoff period from fishing during the bright of the moon is explained by the fact that boats and crews must have rest periods between strenuous and concentrated fishing activity.

Lights and Bubbles Prevent Fish Escaping

When cruising for sardines or mackerel, the modern purse seiner maintains a man on watch at the depth recorder at all times for its indications of species, size, shape, density of the school of fish over which the vessel may be passing. Fishermen are continuing to grow in knowledge of how to put their depth recorders to work in studying the behavior and location of fish in relation to wind, tide and light.

The use of submarine lights in night fishing of sardines to prevent sounding of a school out of the net continues. A 500′ rubber cord extends in the water, operating a waterproof light weighted with lead. An interrupting switch keeps it flashing. As soon as a set is made and the two ends of the net are brought together, the light is thrown overboard. Also in continued use is a ¼″ air hose, let down to 25 fathoms, to create bubbles which serve as a "scare" to prevent escape of the fish during the hauling of the net. However, the flashing submarine light is replacing the air hose scare.

Bond, a 55′ wood tuna clipper which represented the long friendship between her owners, *Paul Ames, Joe Gosser* and *Carl Gerde,* has been sold to *Roy Wilson* and *Al Walruff,* San Diego. She'll continue to fish for Van Camp Sea Food Company.

2 New Shrimp Plants Building at Mazatlan

Two new shrimp freezing plants are building at Mazatlan, Mexico, designed by Carlos Unger Ferreira, in association with Kohlenberger Engineering Corporation, Fullerton, California. One is the Mariscos Tropicales, S. A., Fuentevilla Brothers; the other is Congeladora de Mazatlan, S. A., Jorge Olivieri, general manager.

All Kohlenberger refrigeration equipment is being used. In the Mariscos Tropicales plant, which has six-ton daily freezing capacity, a 40-ton "Krakice" machine is installed; and a 10 by 7½ booster. Balance of refrigeration comes from the company's nearby brewery plant.

Congeladora de Mazatlan will freeze 20 tons of shrimp daily, and will have a 25-ton ice-making plant. Equipment includes a 7½ by 7½ compressor, 4 cyl.; 7½ by 7½, 2 cyl., and a 10 by 7½ booster. Featuring the most modern system for handling and freezing shrimp, the plant is schedued to be in operation by the end of January.

Harry W. Anderson, Famous Fish Boat Builder, Dies

Harry W. Anderson, 66, long associated with the well known San Francisco boatbuilding firm of Anderson & Cristofani, died there recently.

He was a son of Henry "Pop" Anderson, founder of the firm, and had helped to build many famous craft, including the *Snark,* made famous by her owner, Jack London.

Mr. Anderson is survived by his widow; a brother, Walter, one of the partners in Anderson & Cristofani, and two sisters.

B. C. Fish Exports Suffer From Asian Trade Limits

Severe restrictions on the export of fish and other commodities to Asia from the Pacific coast, which went into effect early in December, were eased somewhat early in the new year, but there was small prospect of the revived trade in Canadian salted herring making much further progress during the balance of the winter season.

Some 3600 tons of herring were salted in British Columbia during the past season, compared with about 3200 tons in the 1949-50 season, and while only a small proportion of this had been shipped when the first ban was declared on exports to Hongkong and other points, it was reported that permits were eventually received for the movement of most of the balance providing that proof could be given that the shipments would not fall into Communist China's hands.

Some B. C. salt herring was also shipped to Formosa. Traders contend that this is a business that warrants greater development and more systematic organization than it has had in the past. They claim that, if arbitrary restrictions are not too severe, salt herring could find an enormous market in countries that cannot normally afford to buy other fish products of the Pacific coast. Theoretically, they point out, salt herring is the cheapest, crudest flesh food available in the world today—and by "crude" they do not mean to reflect on its quality but on the simplicity of the processing. Yet they argue that it is excessively priced—perhaps as much as 30 percent—because operators can find readier sale at a greater profit for herring meal and oil.

Philippine Outlook Stiffens Sardine Market

Although 1950 was the second biggest year in California canned sardine history, the market remained firm, according to San Francisco observers.

One factor in this firmness was the expected entry of the Philippines as a large purchaser. Observers felt that if the Philippines again entered the market in strength, there was no question but that canned sardine prices would remain firm and even go higher.

Other factors were increased buying from Egypt, Singapore and Hong Kong. Greece, too, was expected to take a large amount of canned California sardines, mackerel and squid.

The bottom price for California sardines quoted along California street was $6.25 for ovals in tomato sauce, with strong holders of the items, asking for $7.00. The bottom price for talls, natural, was said to be $4.25 with several canners asking $4.75.

Trading was reported to be active.

Alaska Fishery Laboratory Program Is Elaborated

A. W. Anderson, chief of the Commercial Fisheries branch of the U. S. Fish and Wildlife Service, visited Alaska late in the summer in the course of an extended tour through the Pacific fishery centers.

In Ketchikan he conferred with the staff of the Fishery Products Laboratory and members of the territorial commission through which the territory contributes to the operation of the laboratory, now in charge of John Dassow.

The second story addition to the laboratory building is virtually complete, and Mr. Anderson was interested in studying the program designed to make the institution of maximum value to Alaska fisheries. It is particularly desired to devise means by which the productive season of the Alaska fisheries may be extended throughout a greater portion of the year by utilizing latent fisheries not now fully developed.

Big Tuna Seiner Burns Off Nicaragua

Vindicator, 112′ wood purse seiner, and one of the largest of the Southern California fleet, caught fire and burned off Nicaragua, January 4. Skippered by Pete Martin, the vessel was co-owned by himself and John Rados, president, Harbor Boat Building Company, Terminal Island.

Scientist Sees Only Gloomy Outlook for N.W. Pilchards

Although California's sardine fishery research and rehabilitation program is bearing fruit, and eventual recovery of the fishery there may be foreseen, until and unless such recovery is accomplished on a high level there is little prospect for revival of the pilchard fishery of Vancouver Island and the Pacific Northwest states.

This was the view expressed by Dr. Frances N. Clark, director of the California State Fisheries Laboratory, in speaking at the dedication of the University of Washington's Fisheries Center.

Dr. Clark expressed confidence that the California sardine fishery can be rebuilt—but only by sacrifice in fishing, plus sacrifice for research.

Even then there can be no northerly fishery until such time as the sardine population has again reached great size, with enough fish living to the age of northerly migration again to provide a fishery in the waters of Oregon, Washington and British Columbia.

Robert K. Pedersen, recently appointed director of French Sardine Company's Laboratory for Growth and Development, is shown here in the new building, situated across the street from the main offices of the French company on Terminal Island. It consists of a chemical laboratory, a bacteriological laboratory and sample room, a pilot plant, occupying about half of the new building, which is 75 by 30, and ample office space. Mr. Pedersen, a graduate of the University of Washington School of Fisheries and with graduate work in bio-chemistry to his credit, served in World War II in the army medical laboratories and recently worked with the fishery rehabilitation program in the Philippines. Before the war he was on the staff of California Packing Corporation in the vitamin oil department. Mr. Pedersen has also served with the Washington State Department of Fisheries as technologist.

The cooperative research program through which the California industry, the University of California, the California Division of Fish and Game and the U. S. Fish and Wildlife Service are pooling their efforts in an attack upon the problem is making important progress, Dr. Clark said, but there remains much to be learned.

She said that the variability of success cycles in sardine spawning are plainly evident, but that science does not know the factors that affect spawning success—nor does it have a good measure of the success of spawning which can be applied before the young fish appear in the fishery. Thus there is no good measure of abundance and survival of the young during the pre-fishery period.

Another unexplained enigma lies in the variations of availability of the sardines quite apart from their abundance.

Here is a mystery whose solution lies close to the heart of the fishermen. Why are sardines sometimes hard to catch even when abundant?

The biologist gave abundant credit to the California sardine industry for its part in the research project, not only for its direct provision of funds but also for its work in securing appropriations from public sources, and for its earnest and intelligent interest and support of the enterprise.

French Sardine Studies New Cannery Project

French Sardine Company may build another fish cannery on Terminal Island. The possibility was seen last month when plant executives requested a conference with Los Angeles harbor commissioners regarding a site of 7½ acres near Berth 235, now being used as a parking lot.

A cannery official said the company was considering construction of a new cannery, but that there were no immediate plans to begin building.

Fishermen's Packing Corporation

ANACORTES, WASH.

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Cannery: ANACORTES, WASH.

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Perry Deakin

"For pleasure craft and commercial uses, no other marine engine can compare with a Chris-Craft!" writes Perry Deakin, Detroit, Mich., internationally known race official. "Chris-Craft engines have plenty of smooth power, are economical to operate and easy to maintain. And they're dependable with a capital 'D'. When I officiate at Harmsworth, Gold Cup and other big racing events, I use official committee boats powered with Chris-Craft Marine Engines. You can't beat 'em anywhere!"

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Pressure Cooling Fish Cannery Retorts After an Underwater Process Cook

An interesting system of pressure cooling, devised and applied by the Pacific Fisheries Experimental Station, Vancouver, B. C., is described in a recent "Progress Report" on the station's work.

The station report explains that the principal use of pressure cooling in the Pacific fish canning industry thus far has been in connection with retorting oval cans which, because of their large lid area, may suffer permanent distortion during the blowing down of the retort.

Previously the station has reported upon an effective means of pressure cooling which uses compressed air to maintain retort pressure after cold water was admitted.

The new system recently reported eliminates the compressed air by employing an underwater cook. In the cooling operation the hot water, while still under pressure, is replaced by cold water; thus accomplishing the cooling under constant pressure.

The hot water is conserved for the next batch of cans to be processed by storing it in an insulated storage tank, or in a spare retort; or by using it immediately in another retort ready for processing. The only equipment required is a cold water line and a cross connecting line to the storage tank or retort.

J. S. M. Harrison and S. W. Roach, assistant research engineers, report:

"Tests have shown that the system pressure-cools very satisfactorily, with negligible change in pressure. During processing, temperatures at different points in the retort were obtained and showed a surprisingly satisfactorily uniformity. It was also found that there was little mixing of hot and cold water in the active retort after the baffle was installed.

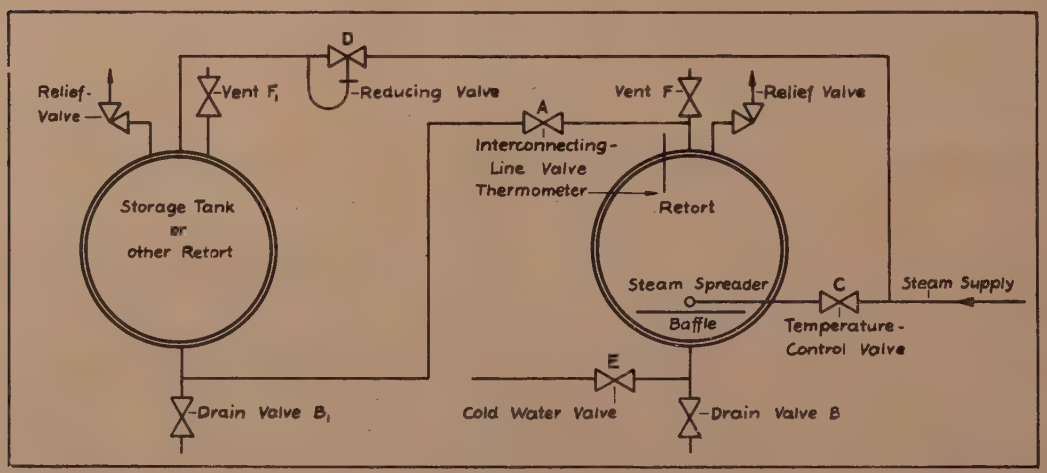
"The system has been claimed to save steam since, unlike in steam retorting, a retort-full of steam is not lost in blowing down and also the condensate from one process is run over the next load of cans before being discarded. These heat gains may more than offset the cooling losses of the storage tank (which can be insulated), and the eventual discarding of the hot water.

"Experiments were made in using a detergent incorporated with the water, to degrease and wash the cans during the processing. So far, none has been found which is entirely free from possibility of attack on the tinplate.

"We believe the system may have application where retorts can be loaded continuously for long periods and a large supply of cooling water is available."

The following description of an operating cycle, in conjunction with the accompanying diagram, explains the system of pressure cooling a cannery retort.

1. **Cans loaded in retort.**
2. **Retort closed.**
3. **Interconnecting-line valve A opened, flooding retort with hot water from storage tank.**
4. **Drain valve B opened, draining off excess water until it is at proper level in retort.**
5. **Drain valve closed.**
6. **Interconnecting-line valve closed.**
7. **Retort temperature control valve C opened, admitting steam through steam spreader.**
8. **Retort held at process temperature for process time by automatic or manual operation of temperature control valve, which is then closed also.**
9. **Interconnecting-line valve A opened, also valve E admitting cold water and forcing hot water into the storage tank or spare retort. As storage tank pressure is maintained at constant value by pressure reducing valve D, retort pressure is unchanged.**
10. **When cold water has completely filled the retort, cold water valve E is shut off.**
11. **Interconnecting-line valve A is closed.**
12. **Drain valve B and vent F are opened, draining retort.**
13. **Retort opened.**
14. **Cans removed.**



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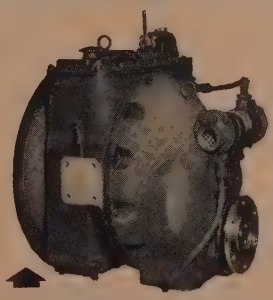
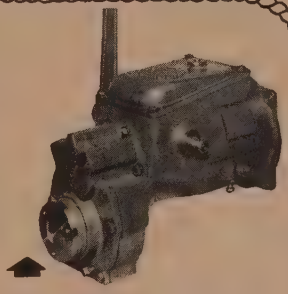


TRANSMITS FULL POWER — #3786 air-operated Reverse Gear for push button control from one or more stations. This gear transmits full power through the cone type clutch, and operates with splash or pressure lubrication from the engine. Reduction ratios are from 1:1 to 3:1.



MINIMIZES SPACE NEEDS — #3706 for high-speed air-cooled and water-cooled engines from 4 to 15 h.p. This gear has a wet type, disc clutch. Helical type reduction gear is optional. Gearing is straddle-mounted on ball bearings.

LONGER CLUTCH LIFE — Series #3745 to #3766. Clutches are spring-loaded, double cone non-metallic lined, and operate in oil, transmitting 100% engine speed. Detachable herringbone reduction gears with ratios up to 4.4:1. Either right or left-hand rotation.

SIMPLIFIES CONTROLS — #3757 Hydraulic Gear for fingertip control. Normal capacity 190 h.p. at 1800 rpm. The clutches are self-adjusting in forward and reverse. Oil system is independent from engine. The herringbone reduction gears provide ratios up to 4.4:1, with left or right-hand rotation.

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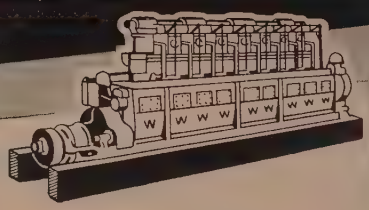

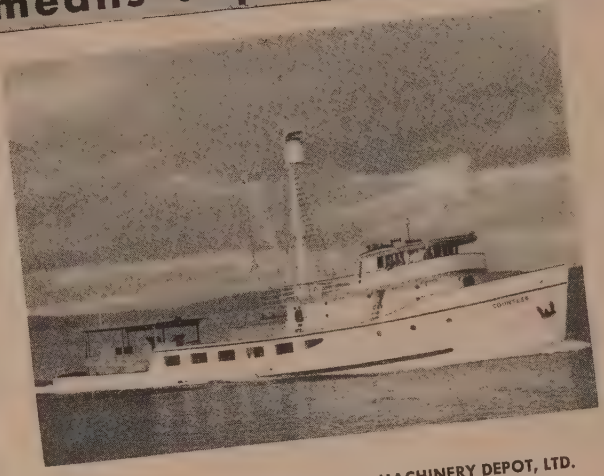

in the clipper "Countess"

The 120-foot tuna clipper, Countess, was completed late this fall by the Tacoma Boatbuilding Co., for Antonio Francisco and associates, San Diego. After trial runs on Puget Sound, the vessel left December 1, for California.

Main propulsion is provided by an 8-cylinder, 14½"x18" Washington diesel, delivering 600 hp at 277 rpm. She has a cruising speed of 10½ knots and carries 250 tons of tuna in 12 wells and 3 deck tanks. The Countess is scheduled to fish for the French Sardine Co.

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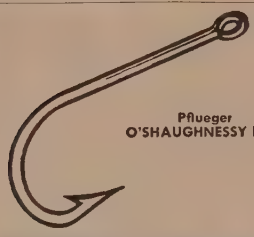

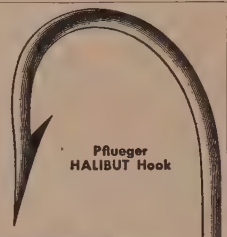

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McGovern & McGovern Firm Completing ⅓ Century

E. B. McGovern, proprietor of McGovern and McGovern, Seattle canned salmon brokers, checked the new 1951 calendar last month and realized that this spring his house completes its first third-of-a-century as a salmon canners sales agent.

Before going into business on his own account 34 years ago, Mr. McGovern had considerable experience as a canned salmon buyer for Armour & Co., who in those days were national distributors and exporters of canned salmon.

Pressed for a single sentence summing up the firm's operations, Mr. McGovern did it in these words: "Acting as sales agent, we render multiple services in addition to sales services, and pride ourselves on being in intimate touch with production problems of the industry."

Other key men in the present McGovern and McGovern organization include: L. A. Peterson, sales manager, who joined the firm 17 years ago after extended experience in canned salmon selling;

E. C. Webber, office manager, and a veteran of 16 years with the firm, to which he came from duties as a traveling auditor for Armour & Co. He formerly managed the firm's San Francisco office, which was closed at the conclusion of World War II.

Arthur McGovern joined the organization 18 years ago and manages the service department, making period trips through the canning regions, servicing the accounts whose products the house sells.

The firm is being represented in force at the National Food Brokers Association convention in Chicago this month.

E. B. McGovern, upper right, this year leads the salmon brokerage house of McGovern and McGovern, of which he is proprietor, into its 34th year. L. A. Petersen, sales manager of the firm, is at the upper left, while Arthur McGovern, service department manager, is at the lower left, with E. C. Webber, office manager, facing.

Eureka Co-op Cans Crab, Pickles Herring

Eureka Cooperative Fisheries is now marketing canned crab under the "White Surf" label. The pack is put up in the half-pound can and is reported well received.

The Cooperative firm also is finding local favor with its newest product, pickled herring, developed by Al Strachan, who has been experimenting along several lines with processed fish. A heavy herring run in Humboldt Bay during recent weeks has resulted in plenty of supply for the new product.

For the present, the pickled herring product is being distributed only in the local field, but broader distribution was indicated if justified.

Crab Canning Due For Rapid Increase

Conviction that imports of Siberian canned crab will not soon depress the American market, as they did a little more than a year ago, operators in the Pacific States and Alaska currently are preparing for what are expected to be more active crab canning operations than have ever before been undertaken.

Approximately 15 plants were potential crab canners in the Grays Harbor area of Washington; Alaska operations are known to be at least doubling in number.

The $28 price per case, which seemed firm at presstime, obviously has also proven attractive to the operators. Early results of fishing seemed to indicate a much more abundant population than was present in 1950, one of the poorest crab fishing years in history.

High Meat Prices Help Fish Selling

High price of meat has been advantageous to the British Columbia salmon canning industry, according to John M. Buchanan, president of B. C. Packers, Ltd., Vancouver, B. C.

Mr. Buchanan points out that despite curtailment of overseas exports due to exchange difficulties, the entire pack of British Columbia salmon will be disposed of without any trouble.

Prices of canned salmon to the Canadian consumer will be the same as last year, Mr. Buchanan predicted.

The company is finding a steady and growing market for solubles recovered from the by-products of oil, and meal plants and whale processing, most of the sales being to poultry farms for use in chicken mash.

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Fancy Dungeness

CRAB MEAT

Dungeness crab, as WHIZ cans it under the "Golden Mist" label, is a seafood delicacy of true distinction, with all the flavor and savor of fresh crabmeat caught and kept for you by high standards and painstaking workmanship.

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B. C. Packers Advance Gerard to Victoria

Neville Gerard, formerly manager for B. C. Packers, Ltd., at Prince Rupert, has been transferred to the management of the company's operation at Ogden Point, Victoria, in a general shifting of key personnel.

J. Cliff Gilker, who has been assistant manager at Prince Rupert, continues in that capacity in charge of Alaska operations and cold storage, but Douglas Souter, formerly manager of the company's whaling operations, has been made manager for the whole northwest region, as previously anonunced.

Replacing Mr. Souter at Coal Harbor whaling station is H. M. Cowie, from the Vancouver head office staff. He was formerly stationed at Pacofi, when B. C. Packers were active there.

James A. Dunn, who has been B. C. Packers manager at Victoria for the past three years and is now being succeeded by Gerard, moves to Kildonan, where he represents the company as west coast manager.

J. J. Theodore Heads American Packing Co.

John J. Theodore in January became president and general manager of the American Packing Co., succeeding E. Schoenwald, who has resigned. The company's other officers are: E. K. Bishop, principal stockholder, vice-president; K. V. Sjoblom, vice-president; Frank S. Bayley, secretary and counsel.

Arne Ferkingstad continues as superintendent of fishing operations.

The company has installed at its Anacortes cannery a new high-speed Continental Can Co. tall line, and expects to add a half-pound line shortly. Other improvements include a new fish elevator, 150-hp. boiler, completely new piling, three 10-car retorts, three new all-steel fish bins, and an Indexor for the Iron Chink.

Glen Groth Appointed Chignik Superintendent

Leo T. Kreielsheimer, president of the Chignik Fisheries Co., announced at the first of the year that Glen Groth had been appointed superintendent of the company's operation at Chignik, succeeding Joe Jones, who has resigned.

Mr. Groth is a canneryman with substantial experience in the Alaska peninsula region, and has been connected with the Chignik Fisheries Co. for a number of years.

Neville Gerard, right, former manager of the B. C. Packers operations at Prince Rupert, now in charge for the company at Victoria, with J. Cliff Gilker, who remains at Prince Rupert as assistant manager.

Langlie Would Double Funds for Fisheries

Strongly endorsing a program of salmon rehabilitation work in Washington, Gov. Arthur B. Langlie in January asked the legislature to appropriate $3,600,000 for the Department of Fisheries during the next biennium. This is just twice the appropriation for the two years preceding, and exceeds by $1,400,000 any previous appropriation.

In his message to the Washington legislature, Governor Langlie said of fisheries: "For years the problem of rehabilitating the state's waning salmon resources has received inadequate attention. Industrial, agricultural and residential development has been a major factor in salmon depletion. . . . Dams, pollution, irrigation, deforestation, all have taken their toll. . . . Unless the crucial role of environment is recognized in dealing with this problem, and an adequate program of research, habitat management, hatchery propagation and patrol enforcement is provided, the future of this great economic and recreational asset must be regarded pessimistically."

W. F. Adler, Farallone Fisheries Head, Dies

William F. Adler, president, Farallone Fisheries, Santa Barbara, was stricken with a heart attack and died while playing golf, December 28. He came to Santa Barbara in 1947 when he purchased the Farallone Company from the Borden interests. A graduate of Columbia, Mr. Adler had been a well known college football player, being captain of Columbia in 1928.

Quaker Oats Acquires Coast Fishing Co.

Coast Fishing Company, Wilmington, one of California's pioneer fish-canning plants, founded in 1914 by Sam R. Hornstein, was purchased in December by the Quaker Oats Company, Chicago. Also included was the canning plant at Lubec, Me., established several years ago to augment the company's nationally-advertised "Puss 'n Boots" cat food.

John Stuart, chairman of the board for Quaker Oats, did not announce the purchase price, but assets of Coast Fishing were rated at better than $4,000,000. Don Crowell, Quaker Oats director of public relations, said December 20 the plant would continue to operate as in the past; but that it would become one of the divisions of the Quaker Oats organization.

J. R. "Racy" Biven is president of Coast Fishing; Lee B. Irish, secretary-treasurer; Ralph P. Kemmerer, vice president and sales manager; W. S. Hornstein, advertising manager. Both Biven and Irish are former presidents of the California Fish Canners Association.

Coast Fishing has long been a Southern California leader in production of canned tuna, sardines and mackerel. In recent years the packing emphasis has been on production of its cat food, now one of the largest sellers in the country.

The new owners plan to use the fish by-products as ingredients in their large animal feed manufacture, and including pet foods.

TED HALL, Ted Hall Fish Co., South Bend, Wash., was a San Francisco visitor recently.

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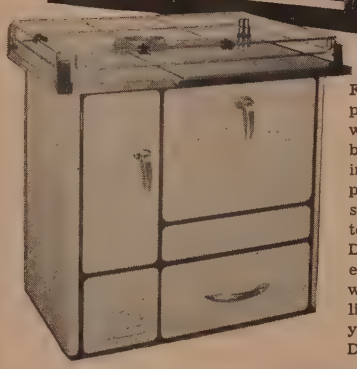

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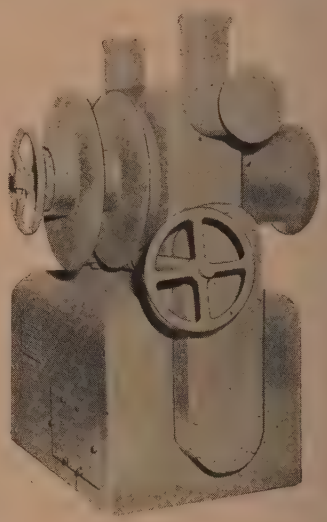

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Loewy-Designed Labels Adopted by Cal-Tuna

Earl M. Nielsen, president, California Tuna Canning Company, which recently acquired the San Diego Packing Company, San Diego, believes that eye appeal in canned tuna labels is of paramount importance, as an advertising approach to consumer sales.

To achieve his desire to produce some of the industry's outstanding labels for his "Nielsen's," "Sea-Preme," "N & R," fancy and chunk style tuna brands, he commissioned Raymond Loewy Associates, New York, one of the country's leading industrial designers to do the job. It was probably the largest financial outlay for label design and coloring scheming yet made in the tuna-packing industry.

To determine consumer appeal in a brand name, 32 carefully-chosen names were submitted to a large impartial audience, including housewives, home economists, brokers and wholesale buyers. "It is interesting to note," said Mr. Nielsen, "that the words 'Nielsen's' and 'Sea-Preme' received 70 percent preference."

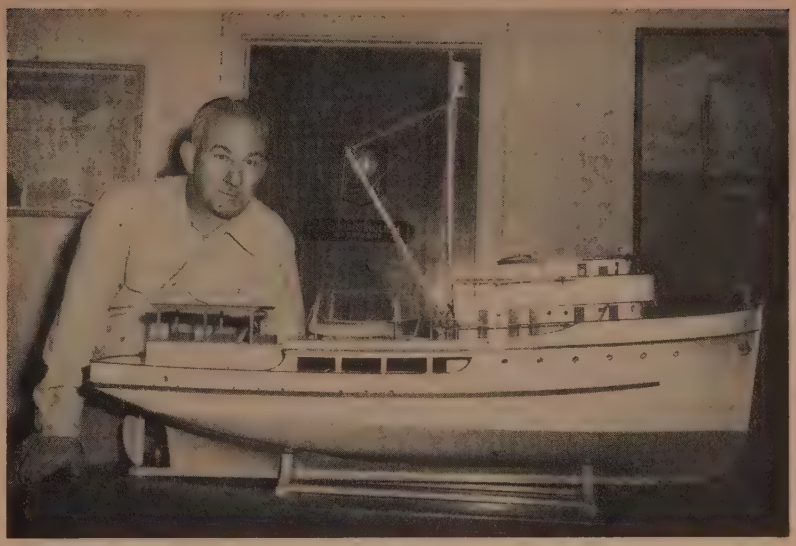
"Nielsen's" was chosen as Caltuna's top brand because of this preference and the fact that use of script in writing the name across the label makes it a "personalized package." Ten different designs on both "Nielsen's" and "Sea-Preme" were submitted.

Careful attention was paid to use of colors in the labels. Here emphasis was on blended pastel shades, completely departing from the conventional, producing what Mr. Nielsen believes is a new high in tuna merchandising and consumer eye appeal. Nearly a score of different color schemes were submitted before the final choices were made.

Hans Nordnes Loses His Life and Boat

One of the colorful figures of the Southeast Alaska fish business, an individual known to scores of trollers for nearly two score years, Hans Nordnes, apparently lost his life with his boat in the Strait of Georgia in a mid-November storm.

Nordnes, who operated the Union Trade & Packing Co., a mild cure station, at Kalinin Bay. All alone, he was taking his tender *Magnolia* to Alaska with a load of building material. Residents along the Georgia Strait coastline reported a flash on the water during the evening — and the next day portions of the vessel washed up on the beach.



Anthony Martinolich, president, Martinolich Shipbuilding Company, San Diego, displays a complete model of *Hull 301*, designed and built by his father, John A. Martinolich, and which the yard is constructing for Joseph C. Rogers and associates. The 125' fantail will have Enterprise propulsion, General Motors diesel-generating auxiliaries and Baker refrigeration. The model is one of the finest ever produced and is complete even to mechanical features of engineroom and steering; as well as crew accommodations, wheelhouse equipment, etc. This is one of a program of seven tuna clippers now under construction at San Diego yards.

Canning King Crab In Grimes Plant

A partnership consisting of Ray Heinrichs and A. L. Rogers, superintendent for the Grimes Packing Co. of Ouzinkie (near Kodiak), is embarking on a King crab canning enterprise, using Grimes Packing Co. processing facilities.

Crab production, under Mr. Heinrichs' supervision, has been in progress since the close of the salmon season; the fresh crab sections being marketed both locally and in the States. Mr. Rogers went north from his Seattle office after Christmas to assist in the canning operation, which is expected to last through the winter, perhaps to late April.

The canned product will be marketed through the Seattle sales organization of Ivar Wendt.

West Coast Packing Telecasts Tourney

West Coast Packing Corporation, Long Beach and San Diego, producers of "Far-Famed" tuna, "Sea View" sardines and mackerel, and "Genova" tonno, was one of the principal sponsors of the famed Tournament of Roses telecast over KFI-TV on New Year's day. Featured was the company's "Far-Famed" tuna and, according to General Manager Al Vignola, the sales response throughout Southern California was very gratifying.

Douglas Cannery Suffers In "Taku" Wind

A Taku wind which swept Gastineau Channel in November partially demolished the cannery at Douglas, Alaska. The building, which was constructed of aluminum siding over shiplap, lost much of it, along with the roof.

The machinery was not greatly damaged. The cannery is owned by the Douglas Canning Co., Inc., composed of Douglas and Juneau stockholders.

L. B. Bing Retires From Todd Management

L. B. Bing has retired as manager of the pioneer Victoria fish packing company of J. H. Todd & Sons as a result of prolonged ill health. R. W. Sinclair, formerly managing the company's northern cannery operations, is acting manager and spending most of his time at the Victoria head office.

Mr. Bing has been with the Todd organization for a good many years, serving under several generations of the Todd family. He became manager and director in 1943 when J. H. Todd & Sons took over the Sooke Harbor operations headed by Charles H. Goodrich, and effected an amalgamation of the two groups which for a long time had dominated the salmon industry of the south end of Vancouver Island.

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LINES and LEADERS

Hersey Dryer Line Featured In Bulletin

The widespread industrial and agricultural applications of the more than 30 types of Standard-Hersey Dryers are discussed in a comprehensive new bulletin just issued by the Standard Steel Corporation, Los Angeles.

This is the first complete dryer bulletin to be published by Standard since its acquisition of the Dryer Division of Hersey Manufacturing Company of Boston, January, 1950, and incorporates much essential dryer information never before available from a single source.

Several hundred different substances have been dried successfully by Standard-Hersey equipment, and the bulletin points out the types of dryers most suitable to handle various kinds of material.

Continuous and batch dryers and rotary kilns, coolers and calciners are described and illustrated. Also discussed are Standard-Hersey dryer construction features and the engineering and production facilities offered by the Standard organization.

A special section is devoted to the recently perfected Standard-Hersey pilot dryer which can be adjusted to duplicate with reasonable exactness the performance of any type rotary dryer on a laboratory test basis. This machine, it is said, offers invaluable information in determining drying characteristics of substances to be handled and thus avoids costly, full-scale, trial-and-error methods.

Copies of the bulletin may be obtained by writing Standard-Hersey Dryer Division, Standard Steel Corporation, 5001 Boyle Avenue, Los Angeles 58, California, and requesting Bulletin 508.

Murphy Diesel Offers New Engine Line

A new line of marine diesel engines for main propulsion and auxiliary service has recently been announced by the Murphy Diesel Company. The new line, consisting of six models from 145 hp to 205 hp, is designed to operate at continuous speeds up to 1400 rpm. Propulsion units are offered with a wide range of reverse and reduction gear ratios to meet virtually every fishing or work boat requirement. All models are available with front end power take-off in a choice of reduction ratios.

The well known Murphy design features such as "true" diesel operation, unit fuel injection, four valves per cylinder, hydraulic servo-type governor, etc., remain as the basis of the new line. Full details including specification sheets are availble from Murphy Diesel Company, 5301 W. Burnham St., Milwaukee 14, Wisconsin.

Schooler Plant Moves

The Schooler Manufacturing Co., manufacturers of the WRAPMASTER, semi-automatic wrapping machine for shrimp and other fish products, has moved from Glendale, California, to a new, permanent location at 101 West Magnolia Boulevard, Burbank, California.

Williams and Trittschuh Rise With Chrysler Marine Div.

Promotion of Clyde C. Williams to the post of general manager of the Marine and Industrial Engine Division of Chrysler Corporation was announced in December by R. T. Keller, president of the division.

At the same time, Mr. Keller announced appointment of E. E. Trittschuh as manager of the Marine Engine Division, the post left vacant by advancement of Mr. Williams.

Mr. Williams, who had been Marine Engine Division manager since April of 1946, joined Chrysler in 1928 and has held a variety of increasingly important posts with the corporation since, including duties as a service representative in Canada, director of service for Chrysler Detroit Company, a member of the technical staff and service engineer of the corporation's Chrysler Division, assistant director of service and in charge of contract negotiation and parts supply for the huge marine engine activity of Chrysler during World War II.

Extensive experience in corporate finance lies behind Mr. Trittschuh, who served the General Electric Co. at Schenectady, N. Y.; Caracas, Venezuela, and Barranguilla, Colombia, and the accounting firm of Ernst and Ernst, New York, N. Y., before becoming associated with Chrysler. In March of 1948, Mr. Trittschuh was named east coast representative of the Chrysler Corp. Marine Engine Division, a job he has held until coming to Detroit to succeed Mr. Williams.

Here is one model of the new line of marine diesel engines recently announced by the Murphy Diesel Company. The new line, consisting of six models from 145 hp to 205 hp, is designed to operate at continuous speeds up to 1400 rpm. Propulsion units are offered with a wide range of reverse and reduction gear ratios to meet virtually every fishing or work boat requirement. All models are available with front end power take-off in a choice of reduction ratios. The well known Murphy design features such as "true" diesel operation, unit fuel injection, four valves per cylinder, hydraulic servo-type governor, etc., remain as the basis of the new line.

R. G. Overpack Advances With "Caterpillar" Service Division

Appointment of R. G. Overpack to the newly established position of assistant service manager of Caterpillar Tractor Co.'s Western Division is announced by H. D. Welch, Western Division service manager.

Mr. Overpack, a native of San Francisco, attended Oakland Polytechnic College, after which he joined Caterpillar in 1937. Since then he has been active in every phase of western service activity and has become well known to distributors and fishermen throughout the west.

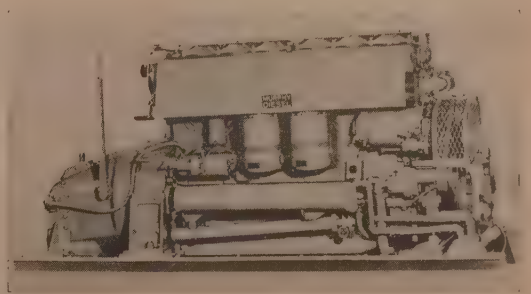
New Marine Gear Has Special Use In Trolling

The new line of marine gears incorporating hydraulic couplings as an integral part of the drive was displayed for the first time at the National Motor Boat Show, New York, in January by the Twin Disc Clutch Company.

Successfully proven in fishing and pleasure boats, the new hydraulic coupling drives achieve, for the first time, smooth, positive noise-free drive with medium to high speed engines.

As an added exclusive Twin Disc feature, the hydraulic coupling can be provided with a manually controlled valve to provide a trolling or "lazy" speed drive. This feature eliminates the old problem of fouled-up engines and run-down batteries from prolonged operation at reduced speeds. Adjustment of this valve converts the coupling from complete-fill to variable-fill, permitting variation from normal approximately 3 per cent slip to as much as 60 per cent, which gives an overall reduction ratio of up to 2.5 times the normal fixed reduction ratio. With a 3-to-1 gear, for example, the operator can obtain reduction of 7.5-to-1 by setting the control valve. An engine operating at 900 rpm through normal gear would turn the propeller at 300 for normal operation, but running through the trolling or "lazy" drive would turn the propeller shaft at approximately 120 rpm.

Because of the hydraulic coupling, which absorbs torsional vibrations, propeller shocks and other cyclics, the new units permit new quietness of operation at all speeds. The hydraulic coupling gears take up small space—only 25 inches in the 220 hp. size. The new gears are available also without the hydraulic feature. Working as a straight reverse and reduction gear, and with rubber block drive, the 175 hp. size measures only 20".



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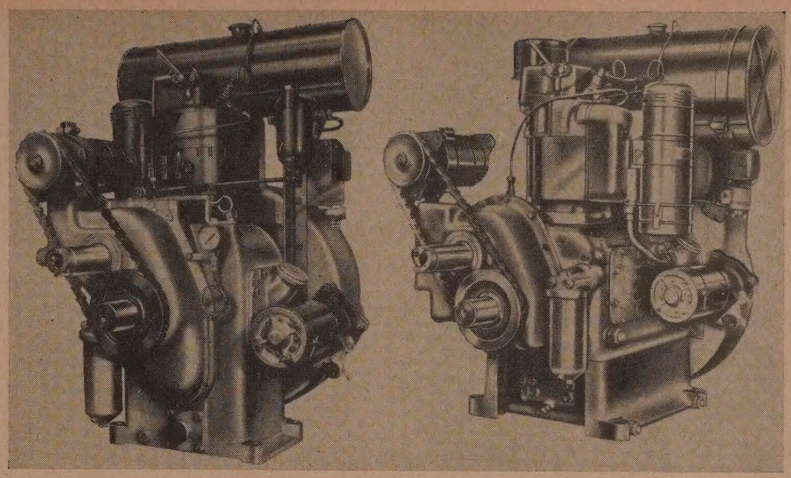
Lister-Blackstone to Market Armstrong-Siddeley Diesels

The Armstrong-Siddeley single cylinder and two-cylinder air-cooled diesel engines will be marketed and serviced in this country by Lister-Blackstone, Inc., of New York, through a recent agreement between two companies. This is the second agreement between Armstrong-Siddeley and an American firm. Curtiss-Wright Aeronautical Corporation last month entered into an agreement to produce the Armstrong-Siddeley "Sapphire" turbo-jet aircraft engine, the world's most powerful aero-engine.

Lister-Blackstone's arrangement will make available to American diesel power users the well-proven Armstrong-Siddeley single cylinder model developing 8 hp. at 1500 rpm, and two-cylinder model developing 20 hp. at 1800 rpm. Both models have bore and stroke dimensions of 4¼ in. by 4¼ in. The two-cylinder 20 hp. engine represents the highest-powered air-cooled diesel ever sold in the U.S.A.

Marine Equipment Co., Seattle, has already received its first engines of this type.

Further information may be obtained by directing inquiries to Lister-Blackstone, Inc., 420 Lexington Avenue, New York 17, N. Y., or Marine Equipment Co., 5448 Shilshole Ave., Seattle.



Lister-Blackstone's new Armstrong-Siddeley air-cooled diesels are pictured above, the 8-hp. Model AS-1 on the left and the 2-cyl. 20-hp. Model AS-2 on the right.

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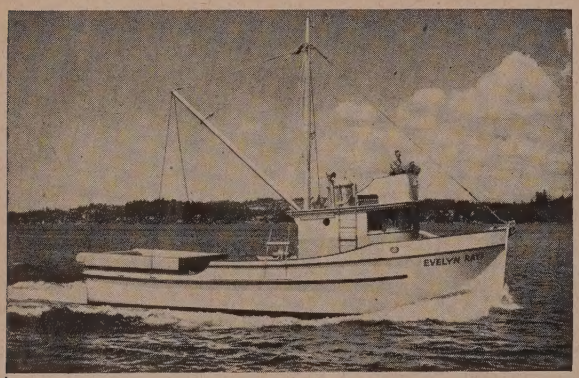

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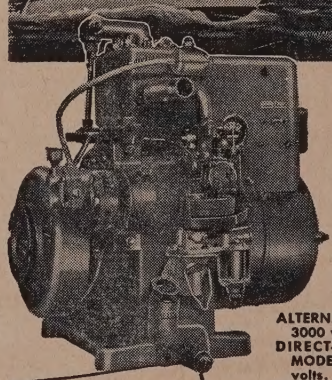

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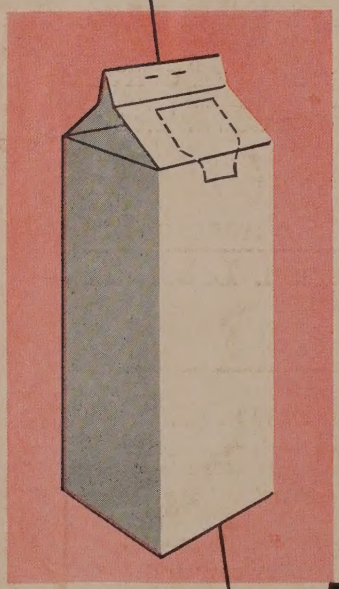

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